

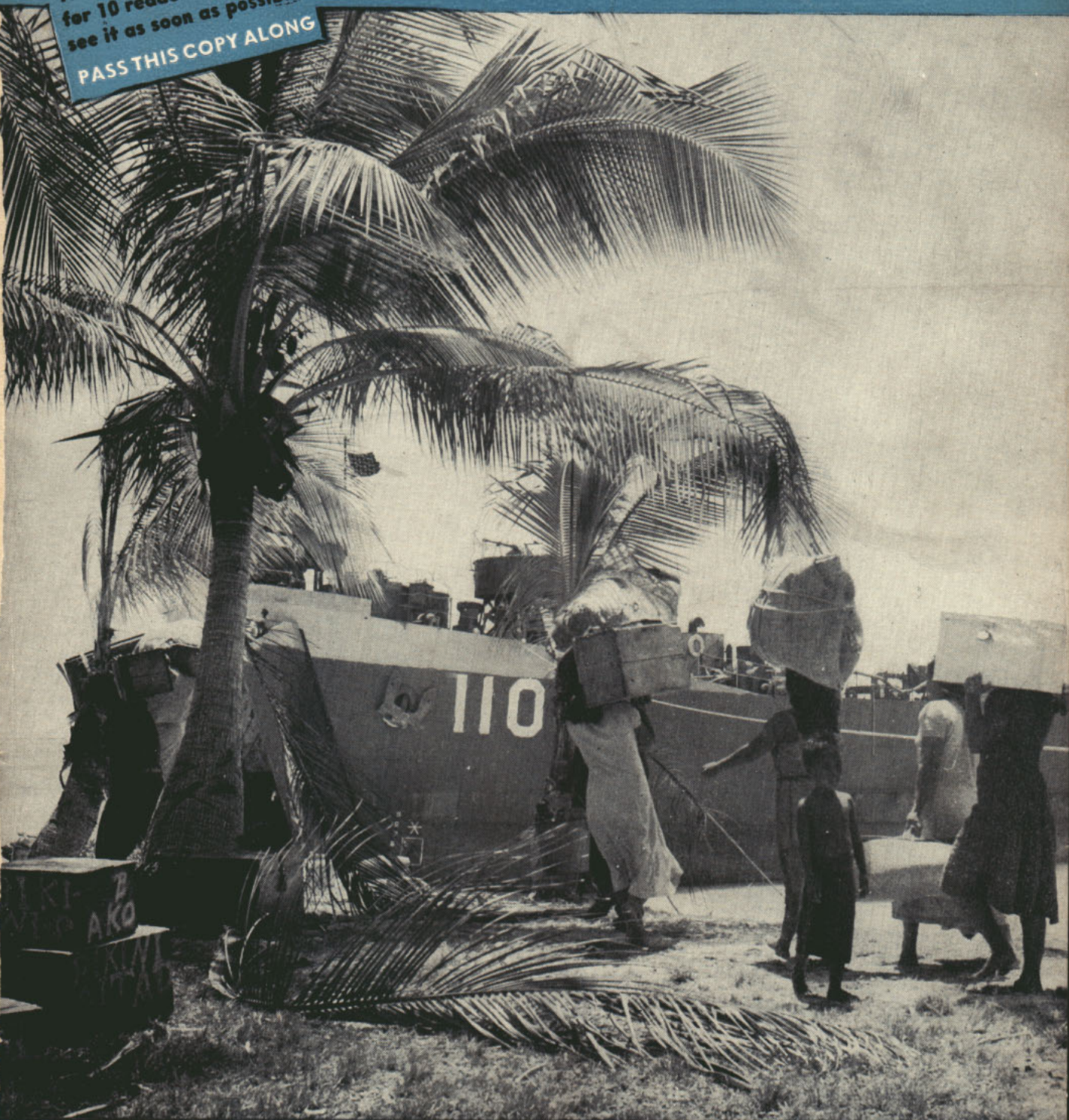
# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

NAVPERS-O

APRIL 1946

This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG



BIKINI EXODUS



**GUAM INTERLUDE**





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1946

NAVPERS-O

NUMBER 349

VICE ADMIRAL LOUIS E. DENFELD, USN

The Chief of Naval Personnel

REAR ADMIRAL THOMAS L. SPRAGUE, USN

The Deputy Chief of Naval Personnel

## TABLE OF CONTENTS

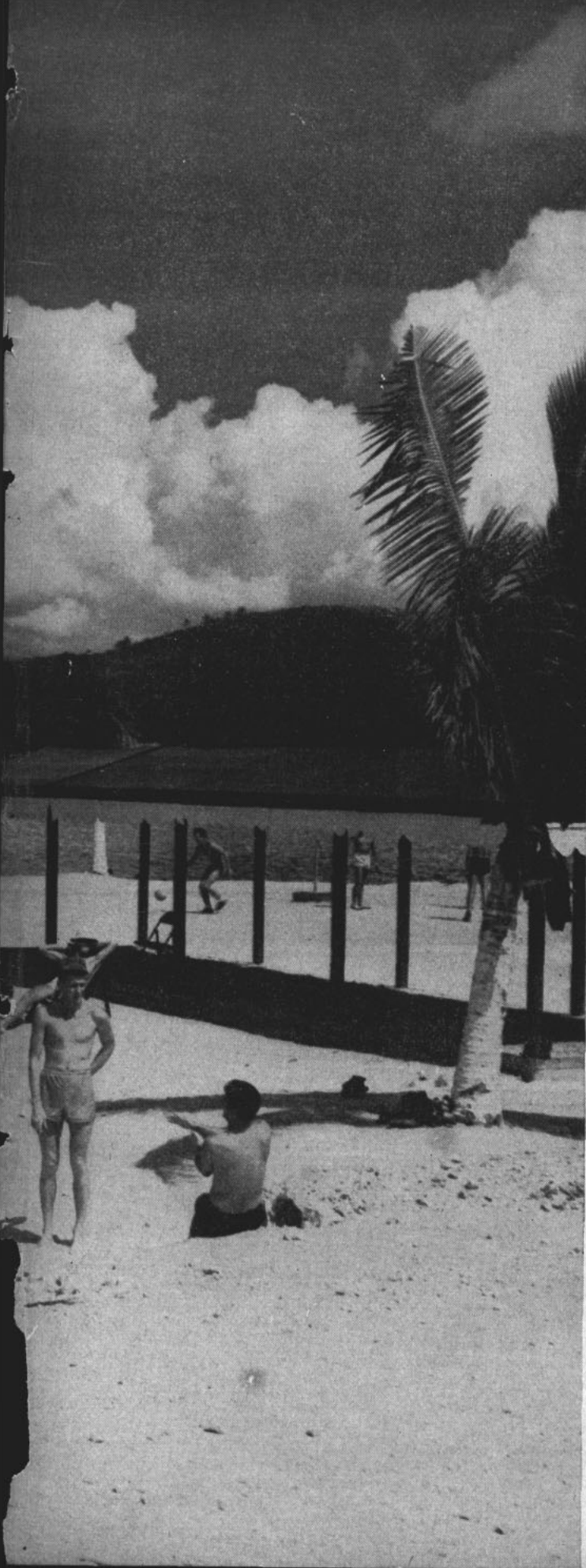
	Page
Eyes North .....	2
Higher Pay on Its Way? .....	8
'Shaking Down' to Rio .....	10
Backstage at Bikini .....	14
Navigating by Loran .....	18
Atom ABCs .....	21
Battin' the Breeze on the 7 Seas .....	28
Speeding the Words of War .....	30
Rendezvous With a Bomb .....	34
Letters to the Editor .....	38
The Month's News .....	40
Decorations and Citations .....	55
Books: Working of Jap Mind .....	62
The Enlisted Reserve .....	63
THE WORD .....	64
The Bulletin Board .....	66
Discharge Scores Drop .....	66
Mail Service Headaches .....	68
Transportation for Dependents .....	70
Retirement Boards Set Up .....	72
Officer Strength Increase .....	74
Family Allowance and USN(T)s .....	76
All Thumbs .....	79
Fantail Forum .....	80

● **FRONT COVER:** Natives of Bikini Atoll leave their village homes, carrying household goods, to board LSTs as preparations are made for the first peacetime test of the atom bomb at the Pacific island.

● **AT LEFT:** Basking on Hoover Beach near Apra Harbor, the port of embarkation from Guam. When sun gets too hot, men can retreat under the sunshade pavilion. Seapatees pass hours here while awaiting transportation home.

● **INSIDE BACK COVER:** It's snowjackets for bluejackets of the USS Juneau as they stand at attention during commissioning ceremonies at the New York Naval Shipyard 16 February. The new 6000-ton light cruiser replaces her namesake, sunk off Guadalcanal in 1942.

**CREDITS:** Front cover and inside back cover, Press Association, Inc.; at left, official U. S. Navy photograph. On pp. 40-41: upper left, Press Association, Inc.; upper right, official U. S. Navy photograph; lower left, Acme; lower right, Press Association, Inc.





# EYES NORTH



Canadian Army photograph

U. S. OBSERVERS are participating in the 3,130-mile "Musk-Ox" trek across Arctic America. The expedition travels in "snowmobiles," gets supplies by air. Objective of Canadian exercise is to test military gear in Arctic conditions.

**F**AR TO THE NORTH, from Point Barrow to Baffin Bay, the winds of Arctic winter howl across the bleak wastelands.

Ice barriers high as a house rise in jumbled confusion above the cold-tortured plains. Boulder-strewn ridges form angry slashes across the face of the snowbound land. At 60 degrees below zero, frost hangs in the air like fog and turns daylight—when there is daylight—into darkness.

At sea, ice chokes the waters and ice sheathes the rigging. Aloft, ceiling and visibility may be unlimited one moment, and zero-zero seven minutes later. Magnetic compasses won't work, radios go haywire, and ordinary engine oil freezes to solid ice. It is even a problem to keep the sparkplugs hot in a racing aircraft engine.

This is a land in vast areas uncharted and by most men unloved. Breath turns to icicles, eyelids freeze together, chilled metal burns the bare skin, and frostbite is an ever-present enemy. Nowhere is the friendly warmth of bunk or wardroom more welcome after watches at sea—but ashore men must case themselves like mummies in sleeping bags so snug that some awake screaming in a panicky claustrophobia.

Into this bitter land, its perilous seas, and its dangerous and icy air, the armed services of Canada and the United States last month sent men and machines in a search for information. For a new concept of global strategy—

## ATTENTION FOCUSED ON ARCTIC WASTELANDS IN NEW AIR AGE

the concept of the air age—had focussed the spotlight on the Far North as the shortest route to almost everywhere.

These were no military maneuvers. Rather, they were tests of equipment—and men—and a further probing into the natural resources of a land whose assets mostly are frozen. They were quests for facts—and the United States Navy was playing a major role.

To the east of Canada, where Davis Strait links Baffin Bay with the waters off the coast of Labrador, *uss Midway*—one of the Navy's mightiest aircraft carriers—steamed from Norfolk with a brood of three destroyers and a tanker on "Expedition Frostbite," a momentous test of carrier-air operations and special equipment in 'way-below zero weather.

In the northern "barren lands" of Canada, from Manitoba north through the Northwest Territories, west and then south to Alberta, Canadian soldiers and scientists, and observers from the United States and Britain—including a representative of the U. S. Navy—were engaged in a 3,130-mile trek by "snowmobile." Supplies were coming in by air, despite weather which grounded planes for days at a time. The journey was equivalent in dis-

stances and directions to a trip from Memphis to Duluth to Cheyenne to Pecos, Texas, but the equivalent in difficulties to the progress of an ant in a gallon of ice cream mixed with rock salt. Again, it was primarily a test of equipment, and they called it "Exercise Musk-Ox."

Less spectacular, but scarcely of less importance, was the activity in northern Alaska, where 35,000 square miles have been set aside as Navy Petroleum Reserve No. 4 since 1923. There, with headquarters at Point Barrow on Alaska's extreme northern tip, civilian engineers were taking over where the Seabees left off in the quest for oil, the lifeblood of modern naval, air and ground forces.

And the U. S. Army Air Forces, which between April 1942 and August 1945 ferried 7,929 airplanes from Great Falls, Mont., to Fairbanks, Alaska, and turned them over to Russian pilots for an even longer journey across Siberia to the eastern front in Europe, was planning to expand tactical research at its cold weather experimental station at Ladd Field, Fairbanks.

These investigations of the Far North's secrets were all part of the same general picture, but for Navy



# OPERATION ICEBOX



Jim Greenwood

ACROSS A VAST expanse of wilderness, ice, land and sea the armed forces of the United States and Canada are studying Arctic defense. The Air Age has focused attention on north as "shortest route to almost everywhere."

men, the greatest interest centered on the Midway's voyage. It was a trip of considerable interest to the American public as well, and seven newspaper and magazine writers, as well as three photographers and a newsreel cameraman, were aboard the 45,000-ton CVB as guests of the Navy.

As the Midway pushed through the icy waters off the coast of Greenland, Rear Admiral John S. Cassady, former AstCNO (Air) and commander of the Midway task group, told the newsmen the test had convinced him carriers of the Midway class could fight in any waters, even the windswept seas around the Arctic Circle, the Associated Press reported. He added that he felt Essex class carriers could operate in these waters as well, although such vessels are considerably smaller than the Midway class.

Admiral Cassady declared before

sailing that the Navy has been interested in adding to its information on the feasibility of air operations in frigid regions since USS *Ranger*, a carrier now obsolete, made experimental tests around Alaska in 1935.

Plans for "Expedition Frostbite" were in the making since last November, and many items of new equipment went along with the Midway. A Coast Guard helicopter for air-sea rescues, snowplows to operate on the giant flightdeck, recently-developed exposure suits designed to protect fliers forced down in frigid waters, and baskets attached to cranes projecting from the escorting destroyers *Vogelgesang*, *Ware* and *Stormes*, also for fishing out downed pilots and aircrewmembers, were included in the expedition's gear.

Most of the planes aboard the *Midway* were Chance Vought Corsair (F4U-4) fighters and Curtiss Helldiver

(SB2C) bombers, but one of the Navy's new FR-1 jet-propelled planes and one of the new Grumann fighters, the Bearcat (F8F), were taken along for experimental purposes.

The plane complement was reduced deliberately from the normal 137 to 58 aircraft so the planes could be warmed up in hangars below the flight deck, instead of trying to start them "cold" from the deck. Special equipment for the planes included covers for wings and propellers, special starters and heaters, and diluters for the oil systems.

Although the original tests aboard the *Ranger* pointed the way to much of the cold-weather equipment subsequently devised, the recent war afforded little opportunity to learn what carriers can do under frigid weather conditions, since most of the



## EYES NORTH (Cont.)

operations were confined to the Pacific.

Off Labrador, however, the *Midway* was making up for lost time. A near-hurricane of 60 knots tore 40 of the 42 liferafts from their lashings on the forecastle 35 feet above water. The gallery deck, 44 feet above water, was buckled in places by waves which broke over the bow. Flight schedules were cancelled as the *Midway* rolled 18 degrees. Escorting cans rolled as much as 50 degrees one night. On the flight deck, eight steel cables were used to secure each of the 33 planes lashed topside during the blow.

On another occasion, waves dam-

aged hangar deck doors of the deck-edge elevator, which carries planes between the port flight and hangar decks amidships.

Launching and taking on planes in cold weather presented new problems. The group ran into hard luck a week after leaving Norfolk, with one of its pilots killed and three planes lost while attempting landings.

In the "Musk-Ox" test, one of the most important pieces of gear—the snowmobile—was a development of an invasion that never came off. Canadians built the machine for the Norway invasion.

The new snowmobile has a five-passenger cabin mounted on sixteen

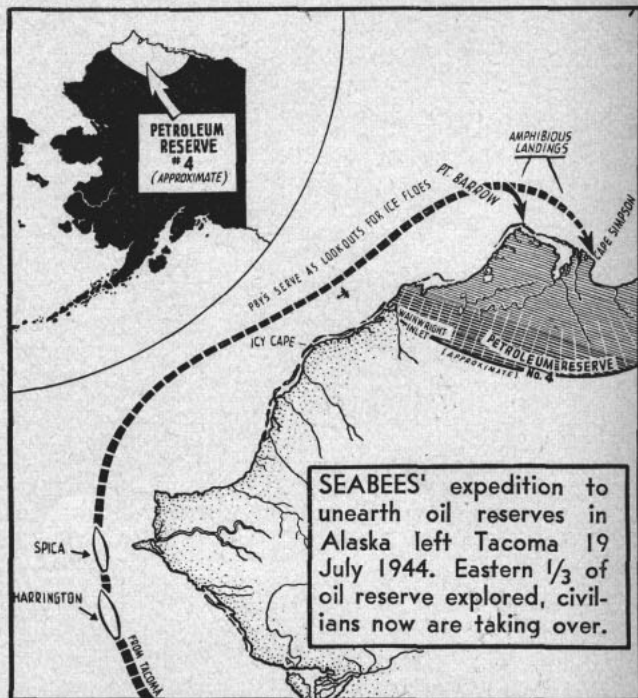
pneumatic-tired bogey wheels sheathed in a yard-wide rubber track reinforced with steel cleats. It weighs 8400 pounds, yet because of the wide tracks often leaves a lighter depression in the snow than a man's foot. It has a ground pressure of only two pounds per square inch of track.

Within the duralumin and plywood body, which has large, armored-glass windows, leather-cushioned double seats provide a double bed at night. The temperature inside is kept only slightly warmer than the outside, to prevent the men from perspiring, which would destroy the insulation of their clothing, although the interior may be raised to room temperature



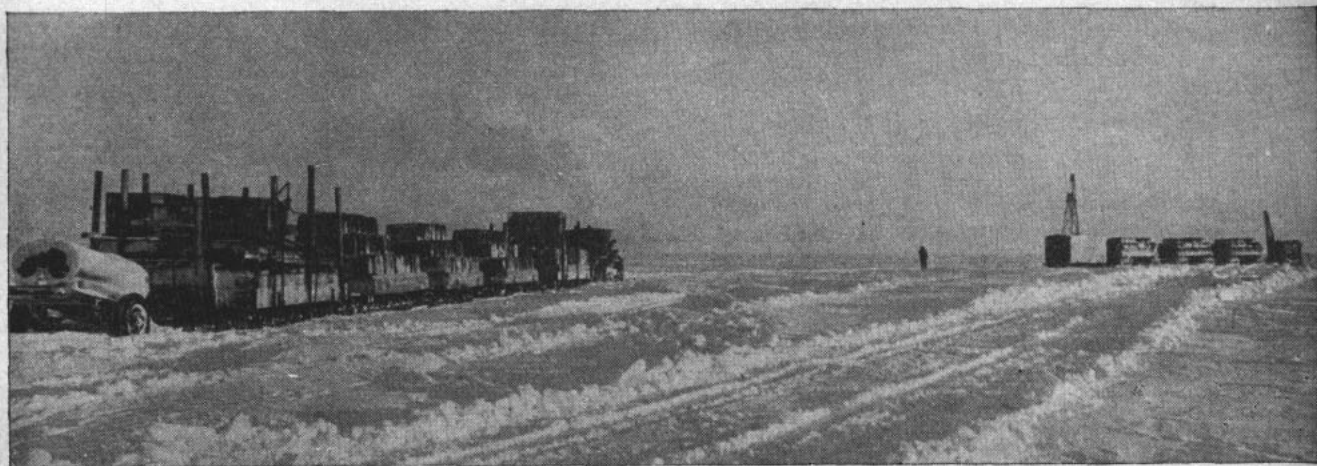
Official U. S. Navy photograph

**SEABEES ENGAGED** in the Alaskan oil exploration project adopted raiment suited to rigors of the Far North.



Official U. S. Navy photograph

**WITH HEADQUARTERS** at Point Barrow, the Navy pushes development of 35,000-square-mile oil reserve.



Official U. S. Navy photograph

**BULLDOZERS SERVE** as locomotives for this Seabee supply train moving inland to the oil reserve from Point Barrow. Tractor sleds moved some of the world's heaviest construction equipment over this barren North Alaska terrain.





Official U. S. Navy photograph

**THE GIANT USS MIDWAY**, completed too late to participate in the war, steamed north to test air operations off the coast of Labrador. Crew and observers aboard kept warm in rubberized nylon exposure suits shown at left.

**ADMIRAL ROBERT E. PEARY**, below, left, discovered the North Pole. The USS Bowdoin, right, charted the North.

Photo courtesy of Mrs. Marie Ahnighito Peary Stafford

Official U.S. Navy Photograph







Official U. S. Navy photograph

NAVY AIRMEN learned of the far north in the rugged experiences of the war. At left, Eskimos and their huskies greet a NATS plane at Point Barrow. At right, crewmen waded in icy water to maneuver Navy PBY to landing ramp.

for emergencies such as treatment of casualties.

Numerous difficulties were reported. Each division of three vehicles was equipped with radio and radar. Three minor casualties had been evacuated by air in the early stages of the trip, and minor mechanical breakdowns were reported several times. Yet the expedition pushed steadily onward.

Behind each snowmobile, two sleds were towed. A typical sled load included 20 five gallon cans of gasoline, a tent, four sleeping bags, six caribou skins, a naphtha stove, lamp, four axes, a saw, rifle, two snow knives, frying pan, two pots, and emergency rations. The men's food provided 5,900 calories daily, compared to the average of 3,000 to 4,000. Food was pre-cooked, frozen, and dropped to the men from airplanes—then thawed out and warmed for consumption.

On ordinary stops, the men leveled off the snow, pitched nylon-lined tents, laid cocoa-fiber mats, carabou skins and quilted pads, then crawled, naked, into their feather-filled sleeping bags—an experience similar to diving into a mountain stream. When the weather was stormy, or time permitted, they built igloos from blocks of the snow hacked out with knives.

One of the stops on the Musk-Ox route was at Port Radium, source of pitchblende from which uranium for atomic bombs is derived. The next stop was scheduled at Fort Norman, near the Norman Wells oil fields, which the U. S. developed during the war.

The Norman Wells project, known as Canol, was designed primarily as a source of fuel for equipment used in building the Alcan Highway and airstrips along the ferry route to Fairbanks, and for planes flying the route.

The operation of that ferry route by the Army Air Transport Command was an epic of the North all its own.

Under incredibly bad operating conditions, with temperatures low as 67° F, and despite losses of men and planes—without a trace to this day, in some cases—734 medium bombers, 1,363 light bombers, 5,068 fighters, 710 trainers and 54 planes of other types were delivered from Great Falls to Alaskan fields and turned over to the Russians.

The Canol project included pipelines and a refinery geared to a 3,000-barrels-daily operating schedule, although the oil wells which the Army dug have a potential capacity of 7,500 barrels a day. The oil reserve discovered in the Norman Wells territory was estimated at anywhere from 35,000,000 to 100,000,000 barrels.

In January of this year, the Navy awarded a million-dollar contract to two civilian firms for continuing the exploration of the Navy Petroleum Reserve in Alaska begun in 1944 by the Seabees.

The Seabee expedition, led by Captain Bart W. Gillespie, CEC, USNR, sailed from Tacoma, Wash., on 19 July 1944 and made amphibious landings at Point Barrow and Cape Simpson about two weeks later. PBYS served as the advance scouts for the two merchantmen—the *Spica* and the *Harrington*—by keeping a lookout for ice floes.

With small landing craft and propelled pontoon barges, the "Can Do" men unloaded 8,200 long tons of freight, including cranes, 90-foot oil well derricks, and huge Caterpillar tractors at Point Barrow despite shifting ice fields which forced frequent changes of the merchantmen's off-shore anchorages. Only men could be landed at Cape Simpson, because of the treacherous shoal waters.

With an "open season" of only six weeks, each phase of the expedition required careful timing. The main base was established at Point Barrow,

complete with warehouses and an air strip, and the expedition pushed inland—180 airline miles but 331 miles by land—to Umiat, where a test well 1,816 feet deep was dug, revealing the presence of five different layers of oil-bearing sands.

Twelve shallower test wells were dug at Cape Simpson, many of them also indicating oil possibilities. At both Umiat and Cape Simpson, the Seabees found the ground frozen to depths of more than 500 feet. Tractor trains which covered 2,400 miles of terrain never before traversed by anything but a few Eskimo dog teams recorded temperatures as low as 45 degrees below zero, and at the drilling sites the thermometer fell at times to the minus 50s and 60s.

Last summer, a supply expedition returned to Point Barrow by sea, with the Liberty ship *Mills* this time accompanying the *Spica* and *Harrington*. Again the ice was a constant hazard, damaging one ship twice.

The mysteries of the Far North have intrigued man for centuries, yet only 30 major expeditions have been recorded since John Davis, an Englishman, ventured to the northwestern wastes of Greenland in 1587. One of the greatest explorers was Admiral Robert E. Peary, civil engineer officer of the U. S. Navy, who reached the North Pole just 37 years ago this month.

Admiral Peary's arrival at the North Pole climaxed 20 years of explorations in the Far North. On 16 May of last year, however, a British bombing plane took off from Iceland, circled the pole, and was back at its field in Iceland about seven hours after takeoff. A later round trip by air over the magnetic North Pole reported it was 200 to 300 miles away from its usual location. The magnetic pole is the principal reason for diffi-



culties with compasses in the Arctic.

Lieutenant Commander (now Rear Admiral) Richard E. Byrd, USN (Ret.), flew over the North Pole in 1926, making a round trip from Spitzbergen. Three days later, the Amundsen-Ellsworth-Nobile Expedition also crossed the pole by air on a trip by dirigible from Spitzbergen to Alaska. These were the first flights over the North Pole, and came 17 years after Admiral Peary had reached his goal.

United States naval officers engaged in Arctic explorations as early as 1850, and in 1879, the steamer *Jeanette*, presented to the government by James Gordon Bennett and manned by naval personnel, set out from San Francisco to explore the then unknown approaches to the North Pole through the Bering Strait.

Caught in the ice in the Arctic ocean, the *Jeanette* drifted westward far beyond Wrangel Island and was finally crushed and sunk on 12 June 1881. For three months, the crew made their perilous way together in three boats for nearly 500 miles toward the Siberian coast until separated by a gale. One cutter was never heard from again. The other two reached the Delta of the Lena river at widely separated points. One of these parties, including Commander G. W. DeLong, the skipper of the *Jeanette*, died of sickness or starvation with the exception of the two strongest men. Although disastrous, this expedition and subsequent relief expeditions contributed much to knowledge of the far north.

Through the years, the majority of the polar expeditions have been British or American, but Soviet Russia has come to the fore in this field more recently. During the recent war, Russia's knowledge of cold weather operations proved to be a factor in the defeat of Germany. Today, Russia is farther advanced in Arctic warfare than any other Nation, according to Captain Clifford J. McGregor, famed Arctic explorer who was aboard the *Midway*.

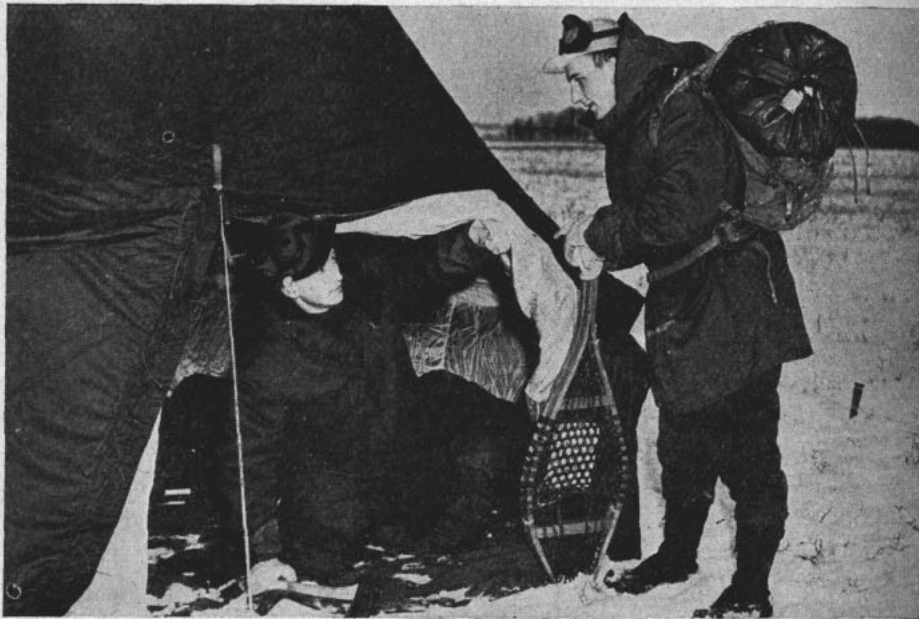
Russia, for example, has approximately 300 weather stations in the Arctic regions of Siberia, compared with Canada's ten in her northern territory. Russian planes flew across the polar ice cap from Moscow to the west coast of the United States as early as 1937, a month after another party of Russians flew to the North Pole and established a base on an ice floe, leaving behind a party of four men with a year's supplies and a radio with which they sent out daily weather reports.

The Russian ice breaker *Sedoff*, ice-bound 23 Oct 1937, drifted to within 250 miles of the North Pole before she was rescued by another ice breaker three years later. This was the farthest north ever reached by surface vessel. The Russians in 1935 established the most northerly radio station, in Franz Josef Land. They have an ice breaking machine capable of smashing ice seven feet thick. Captain McGregor said the Russians had also perfected weapons and equipment capable of operation when other countries think it too cold for movement.



Canadian Army photograph

**FOREIGN OBSERVERS** follow Arctic tests with intense interest. A Canadian, left, explains the "snowmobile" to a Russian attaché, center, and a Chilean.



Canadian Army photograph

**VERSATILE NYLON** is used for the lining of this Arctic tent. Double walls form an insulating air space. Fishnet vest, below, is worn as undergarment.





# IS HIGHER PAY ON

## Proposed 20 Percent Increase In Income Will Be Considered

**L**EGISLATION WHICH MAY LEAD to a 20 percent pay increase for all hands of the Navy was headed for hearing in Congress last month.

Up for consideration, possibly before a joint committee of the House and Senate, was a joint Navy and War department recommendation that the income of the nation's service men and women be raised to meet higher living costs and to spur recruiting for the postwar armed forces.

Pointed up by the possibility that the draft act will not be extended when it expires in May, the proposal calls for a 20 percent upward adjustment in the base pay of enlisted men and the base pay and allowances of officers of the Navy, Army, Marine Corps and Coast Guard, with provisions also extending to officers of the Public Health Service and the Coast and Geodetic Survey.

The aim of the recommendation was emphasized in a statement by Secretaries James Forrestal and Robert P. Patterson: "The purpose is to bring current pay schedules more in line with increased living costs and also to provide additional incentive to recruiting. The security of the nation in this period of transition from war to peace will require the enlistment of the maximum number of volunteers for the armed forces."

The bill before Congress is an amendment to the Pay Readjustment Act of 1942 and if approved as introduced would go into effect the first day of the second month after it is signed by the President. Some of its results would be:

- The increases would apply to all members of the Navy, men and women, from apprentice seaman to fleet admiral, including those on the retired lists.
- The base pay of enlisted men, aviation cadets and midshipmen would be increased by 20 percent.
- A similar raise would be made in the base pay, rental and subsistence allowances of commissioned and warrant officers.
- Provision is made for payment of a \$10,000 gratuity to dependents of service personnel killed in military aircraft accidents, providing they are on authorized flight and are not receiving flight pay.
- The present limitation of \$458.33 on the pay of chief warrant officers and warrant officers would be lifted.

No changes were recommended in the present rates for longevity, sea duty, and submarine, flight and diving service, although an increase in base pay, would, of course, cause a corres-

## Enlisted Scale

Here is how enlisted men's base pay will be raised if Congress and the President approve a recommendation of the Navy and War Departments.

CLASSIFICATION	PRESENT BASE PAY	PROPOSED BASE PAY
Chief Petty Officers (Permanent) .....	138	165.60
Chief Petty Officers (Acting) .....	126	151.20
PO 1/c, Stewards and Cooks 1/c .....	114	136.80
PO 2/c, Stewards and Cooks 2/c, Musicians 1/c .....	96	115.20
PO 3/c, Firemen 1/c, Stewards and Cooks 3/c .....	78	93.60
Aviation Cadets .....	75	90
Seamen 1/c, Firemen 2/c, Musicians 2/c .....	66	79.20
Seamen 2/c, Firemen 3/c .....	54	64.80
Apprentice Seamen .....	50	60

ponding gain in income from these sources. Clothing allowances and family allowances paid to the dependents of enlisted men would not be altered.

Here are two examples of how the men and women on the receiving end of the pay window would be affected by the proposed increases:

- A seaman first class with no longevity, who now receives \$66 a month base pay, would be paid \$79.20 monthly, a raise of \$13.20, or 20 percent.
- An ensign with dependents who has no longevity now receives a total of \$252 monthly from base pay, rental and subsistence allowances. This would be increased to \$302.40, the base pay being raised from \$150 to \$180; the rental allowance from \$60 to \$72, and the subsistence allowance from \$42 to \$50.40. If he were on flight pay, the \$302.40 would be raised an additional \$90, or 50 percent of his new base pay of \$180.

The recommendation, sent to Capitol Hill on 25 February and later referred to the military affairs committees of both houses, grew out of a provision in the first Supplemental Surplus Appropriation Recision Bill, passed in February, calling upon the War and Navy departments to recommend revision of pay schedules. Back of this provision lay a Senate Appropriations Committee demand for a pay study. Members of the committee had asserted that there were abuses in the matter of flying pay.

The Navy and War secretaries answered this point:

"After long and careful consideration, the Secretary of War and the Secretary of the Navy recommended that no changes be made with respect to increases in pay authorized for flying pay, parachute pay, glider pay, and submarine pay, or similar special pay and allowances."

The recommendation was drawn up and approved unanimously by an interdepartmental pay committee, on which were represented all six services including the air units. Heading the group is Lieutenant General Wade H.

Official U.S. Navy Photograph

**PAY CALL** brings folding money to these crewmen. Some large ships carry as much as \$800,000 pay rolls.

**ALL HANDS**



# ITS WAY?

Haislip of the War Department and the senior Navy representative was Rear Admiral Robert B. Carney, USN.

Committee members have prepared charts and statistics to illustrate for Congress the gap that exists between what a man can earn in the services and in civilian pursuits; the spread between a service man's income and what he has to spend for living costs also is shown.

If the proposed increase is granted, it is estimated that approximately \$276,000,000 would be added to the Navy's annual payroll for a postwar force of 500,000 men.

In the future it is planned to conduct a continuing study of the whole service pay structure, with an eye to the elimination of any injustices which might exist in pay and allowances. Prominent civilians may be called in to serve on the interdepartmental committee and the earnings of service men would be considered continuously in the light of current economic conditions in the country.

The cost of living and flight and submarine pay and the comparative earnings of civilian workers were antedated by such issues as the ingredients of a ration and the amount of spirits a ration should contain when the first official Navy pay and ration act was passed by Congress 152 years ago last month, in March, 1794. The bill also provided for the building of six ships for an expedition against the Barbary corsairs plundering American shipping. About 2,000 men were to be recruited.

Under provisions of the act, the skippers of the ships were to receive \$75 a month. The surgeon was next man on the pay roll, with \$50, and lieutenants, chaplains, sailing masters and pursers were down for \$40. A surgeon's mate was to receive \$30 and a lieutenant of marines, \$26. The rate for boatswains, gunners, sailmakers and carpenters was \$14 a month.

The act did not set definite rates for crewmen, but empowered the Pres-



Official U.S. Navy Photograph

**BIG DAY ABOARD SHIP** is always payday. Crew members of a battleship (above) demonstrate the Navy's assembly-line method used to speed pay job.

ident to do so, provided the whole sum did not exceed \$27,000 a month.

Congress in 1794 went into detail about rations, which were considered an integral part of the expedition's pay. The legislation allocated six rations a day to the captains, three to lieutenants, two to the rest of the officers and one to crew members.

One-half pint of distilled spirits went with each ration. If spirits were not available, beer to the amount of

one quart per ration was to be provided.

Spirits and beer were a part of the Navy ration until 1862, when a Congressional act restricted the use of liquor to medical purposes only and raised the seamen's pay five cents daily as compensation. The story is that celebrations marking this milestone inspired a once-famous dirge:

"Jack's happy day will soon be past,  
To return again—no, never!  
For they've raised his pay  
Five cents a day  
And stopped his grog forever."

Here is the Navy's first official ration as set down in the 1794 act:

Sundays and Tuesdays—One pound of bread and one and a half pounds of beef; on Sundays, a half pint of rice and on Tuesdays, a pound of potatoes or turnips, and pudding.

Mondays, Thursdays and Saturdays—One pound of bread, one pound of pork and a half pint of peas and beans; four ounces of cheese added on Mondays and Saturdays.

Wednesdays—One pound of bread, butter or molasses, four ounces of cheese and a half pint of rice.

Fridays—One pound of bread, one pound of salt fish, butter or oil, and a pound of potatoes.

## Effect of Bill on Officers' Pay

This table shows how the proposed Navy pay raise of 20 percent would affect officers' income. The base rates listed do not take into account raises for length of service. The subsistence allowance for officers without dependents, which is \$21 a month for all ranks and would be raised to \$25.20, is omitted from the table.

Rank	BASE PAY		RENTAL			SUBSISTENCE	
	Present	Proposed	With Dependents Present	Without Dependents Present	With Dependents Proposed	With Dependents Present	Proposed
Fleet Adm.,							
Adm., Vice							
Adm., Rear							
Adm. (upper half)	666.67	800	120	144	105	126	42
Rear Adm.							
(lower half) ....	500	600	120	144	105	126	42
Commo. and Capt.	333.33	400	120	144	105	126	42
Comdr.	291.67	350	120	144	105	126	63
Lt. Comdr.	250	300	105	126	90	108	63
Lt.	200	240	90	108	75	90	42
Lt. (jg.)	166.67	200	75	90	60	72	42
Ens.	150	180	60	72	45	54	42
Commissioned							
Warrant	175	210	75	90	60	72	42
Midshipman	65	78					
Warrant	150	180	60	72	45	54	42



Official U. S. Navy photographs

**MASSIVE STONE STATUE** of Christ overlooks modern Rio de Janeiro in above panorama of the Brazilian capital taken by a photographer of carrier Franklin D. Roosevelt. Sugar Loaf Mountain is in near background beyond bay.

## 'SHAKING DOWN' TO RIO

**T**HE COLOR OF A BRAZILIAN presidential inauguration and the famed attractions of Rio de Janeiro, scenic and otherwise, highlighted the first overseas mission of the USS *Franklin D. Roosevelt*.

The new 45,000-ton carrier and its officers and men, 3,500 strong, made a good will trip to the South American port to be on hand when Major General Enrico Gaspar Dutra was sworn in as chief executive of the United States of Brazil on 31 January.

Its streets bedecked with flags and its recreation centers in full swing, Brazil's capital was in a festival mood for the occasion and men of the *Roosevelt* were treated as guests of the city. They visited the statue of Christ atop Mount Corcovado, rode up Sugar Loaf by cable car, bought souvenirs and swam at beaches where the view featured more than

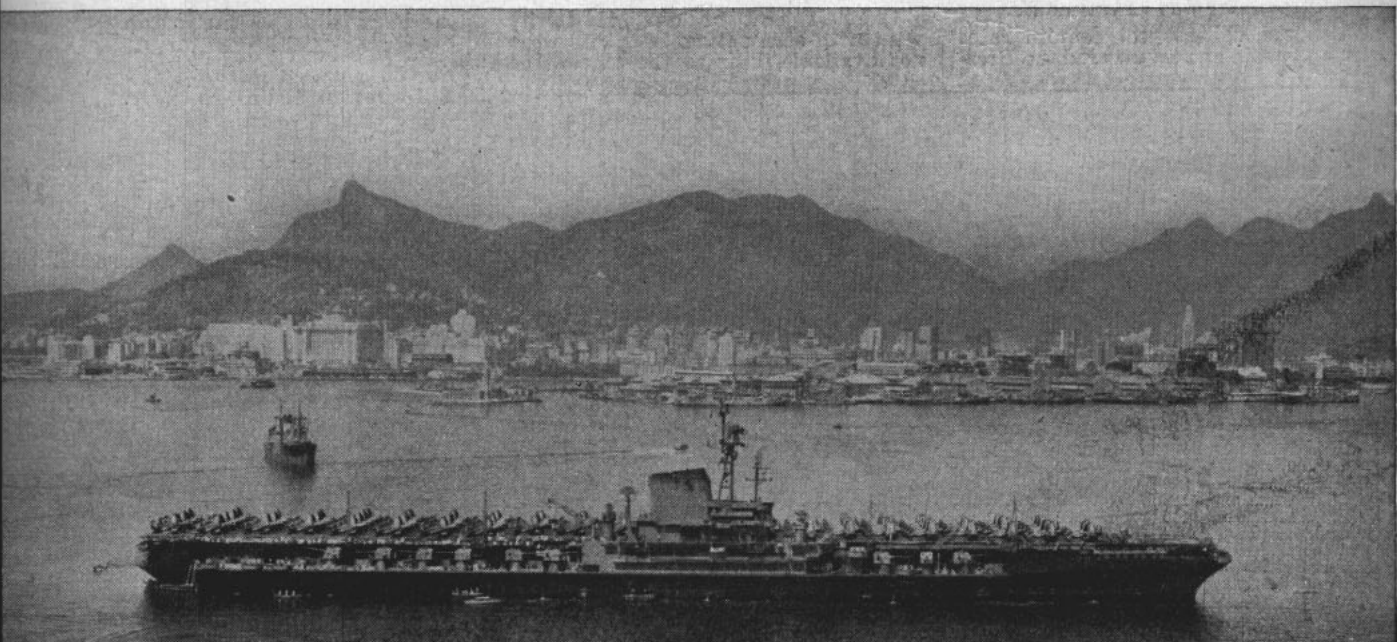
the sea. Later, they toured the night spots, one of which presented the ship's swing band in its show.

More than 500 men attended military mass in the city's beautiful Candelaria Cathedral, marching to the church in a line headed by American and Brazilian colors.

Rear Admiral John Cassaday, ComCarDiv 1, and Capt. Apollo Soucek, the *Roosevelt's* skipper, were hosts to noted guests during the stay. Among them were President Dutra; F. H. LaGuardia, President Truman's personal envoy to the inauguration; Vice Admiral Jorge Martins, Brazilian minister of marine; Vice Admiral Jose Neira, chief of staff of the Brazilian navy; and Admiral of the Fleet Sir James Sommerville of Great Britain.

The *Roosevelt*, commissioned at New York Naval Shipyard on 27 Oct 1945, went on a shakedown cruise in the Caribbean before proceeding to Rio.

**SWINGING AT ANCHOR** off Rio is the Navy's new super carrier Franklin D. Roosevelt, her flight deck dotted with some of the 132 planes the 45,000-ton ship carries. The carrier visited Brazil on a goodwill trip after its shakedown.





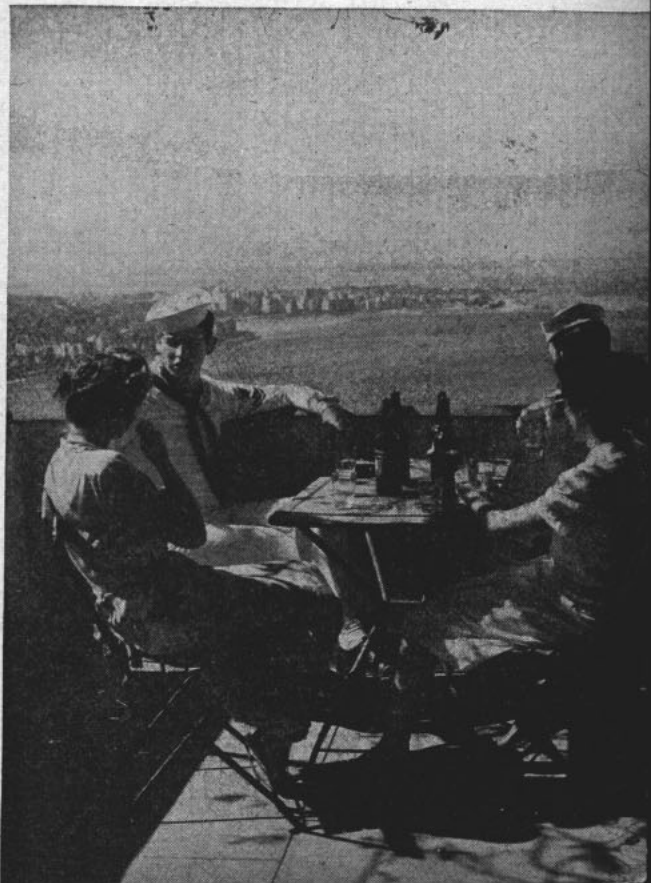
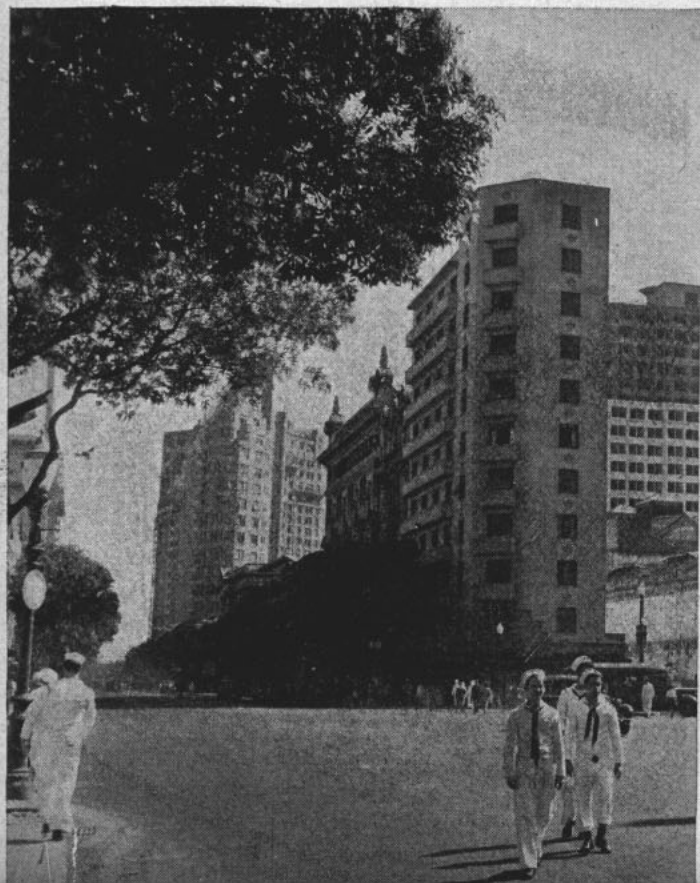


Official U. S. Navy photographs

**SOUTH OF THE EQUATOR** it's white hats and sunshine for these sailors on liberty from the carrier Roosevelt in Rio. Touring American bluejackets get a striking view of the Brazilian city from cafe atop Sugar Loaf Mountain.

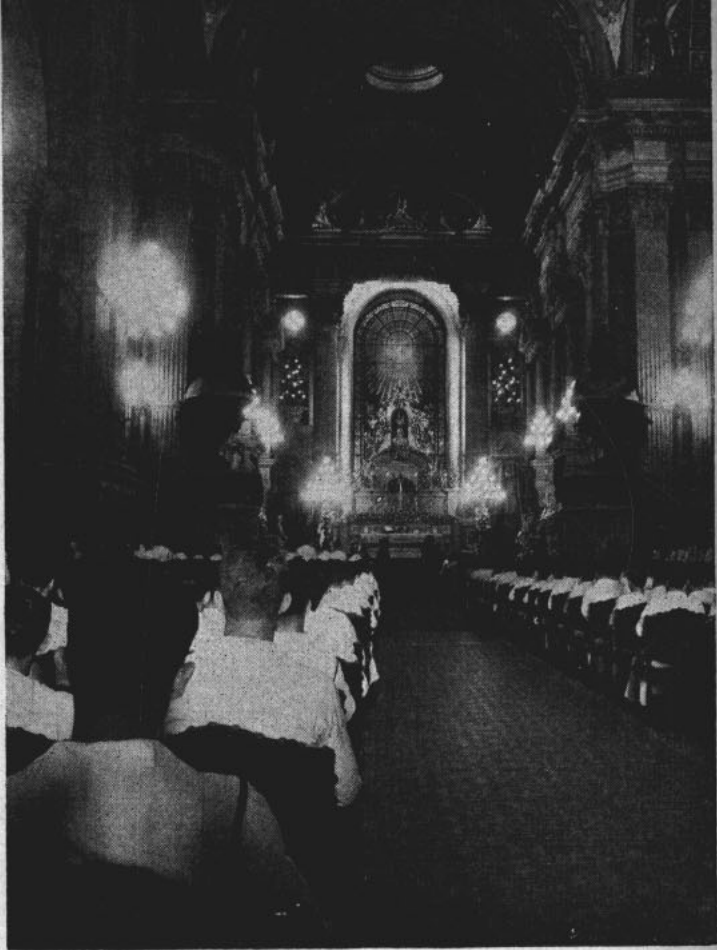
**IT'S SALUDOS AMIGOS** and plenty of sightseeing too for these FDR sailors pacing broad boulevards of downtown Rio.

**A COOL CERVEZA** (that's beer, mate), among friends at the cafe atop Rio's high Sugar Loaf.





AIRCREWMAN J. P. Dinsmore, ARM 2/c, swaps some stories with Naval Administration guards in Rio.



SERENE BEAUTY of Rio's Candelaria Cathedral is shown above as the Roosevelt bluejackets attend divine services.

'HERE'S TO GAY RIO' say these bluejackets drinking a toast in front of the Copacabana Palace Hotel on 'Cope' Beach. Vender at left likes the idea.



TIME OUT to look over the offerings of a sidewalk newsstand is taken by these







**POINTING THE WAY** to Rio for W. A. Ross, PhoM I/c is Olga J. de Silva, model, with friend, Fernando de Brito.



**BRAZILIAN MONETARY** system is based on cruziero (crew-sheh-oh), native explains to Roosevelt crewmen.

sailors from carrier Roosevelt. Crew-spent liberty touring Rio's scenic spots.

**FINGER WAVE** is added to the GI haircut of an FDR crewman by a pretty Brazilian. Somehow, Rio's beaches were favorite spots for visiting bluejackets.



# BACKSTAGE AT BIKINI

## Test Preliminaries Turn 'Atom Atoll' Into Busy Beehive

ONCE UPON A TIME ON A CORAL BEACH in the far reaches of the Pacific where the sand is like crushed glass that hurts your eyes, unsuspecting hermit crabs and sea urchins swished about in the surf. Scraggly palms went on bearing coconuts as they had since time immemorial and outlandish little fishes played tag in shallow pools the sea left behind at ebb tide.

That was Bikini before the coming of the great experiment. Today extensive preparations for laying the next atomic egg and recording the accompanying explosions are transforming this remote Marshall Islands' atoll and adjacent hopping-off places from lonely outposts into hives of activity.

Overseas movement of the Army Air Force personnel scheduled to participate in the tests, named "Operation Crossroads," began early last month with the main ground echelon and advance air group departing from the Roswell Army Air Field, N. M., for Kwajalein, 170 miles southeast of Bikini. They comprised units of Brigadier General Roger M. Ramey's Task Group 1.5, the AAF's component of Joint Task Force 1 which is running the show.

One part of the vanguard included 600 AAF service personnel, many of whom were administrative and technical experts, under the command of

Maj. Harry L. McMillen of Winona, Minn. The other section made up the first air movement from Roswell Field. Giant C-54's led by Lt. Col. Louis Thorup of Salt Lake City, Utah, took an advance unit of 175 officers and men to Kwajalein where they promptly set up housekeeping and began laying the ground work for their assignment in the project.

Meanwhile, the first scientists arrived in the Bikini area. The initial party numbered 14 and included biologists, botanists, oceanographers and two commercial fishermen. Their mission is to catalogue plant and animal life to get a before-and-after picture.

"Crossroads" was originally scheduled for 15 May and the second test for 1 July. However, on 22 March President Truman announced a postponement of both events for "about six weeks."

Well in advance of the first test, a dress rehearsal of all phases of "Crossroads" will be held at Bikini. The general plan calls for evacuation of all task force personnel from the atoll and subsequent rehearsals of the bomb drop, the radiological safety patrol and the methods to be employed in re-entering the area.

The demonstration will be held under the guidance of Capt. Charles H. Lyman, USN, assistant chief of staff for operations. A similar rehearsal will be conducted prior to the second test.

Early preparations took care of one necessary migration—the removal of Bikini's sparse native population. By the middle of March, Joint Army-Navy Task Force 1 announced the

**MOVING DAY** at Bikini means farewell to the atoll for these natives as they leave their island home where the atom bomb will be tested by the U. S.

Photograph from Press Association, Inc.



**TWO BIKINI GIRLS** trudge away from their village (above) carrying possessions on their shoulders as the Navy moved

island's 167 men, women and children had been evacuated to Rongerik Atoll, a previously uninhabited island 109 miles east of Bikini in the Marshalls.

According to the report, "King" Juda and his 12 chiefs, unanimously agreed to the evacuation as their contribution to the advancement of science. The Army and Navy have constructed attractive new homes on Rongerik for the natives.

Seabees were among the early arrivals in the area. They are currently busied with the construction of six 75-foot steel towers on tiny islands surrounding Bikini to hold the "eyes" of the operation.

High-speed motion picture cameras shooting at the rate of 3000 frames a second, spectroscopic and photometric cameras for coverage of radioactivity and scores of aerial and general purpose cameras with special filters and lead cases will be employed in the test. In addition, cameras without lenses to accurately record "Crossroads" even if the explosions are 1000 times brighter than the sun, have been developed.

Although the tests are being designed primarily to determine the effects of the bombs on naval vessels, employment of a wide assortment of "guinea pig" material to show the effect of the bombs on military equipment is revealed in details of the Army Ground Forces' participation in the coming operation.

Tanks, armored cars, trucks, mili-

**ALL HANDS**





Associated Press Photograph

Marshall Islanders from the site of the atom bomb test. Everybody helped load household goods on waiting LSTs.

tary weapons of all kinds, fire control instruments, radio sending and receiving equipment, radar and other communications devices, clothing and rations will be placed on the decks of the target ships. After the bombings these articles will be scrutinized to find what damage the atomic bursts caused.

According to Major General Anthony C. McAuliffe, AUS, ground forces advisor on the staff of Vice Admiral W. H. P. Blandy, USN, commander of Joint (Army-Navy) Task Force 1, much of the material to be tested is now being assembled by the Army at Pearl Harbor and will be loaded aboard target ships before sailing for the test area.

Approximately 60 officers and 300 enlisted men under the command of Col. John D. Frederick, AUS, will make up the ground force group of the task force. All target items under their supervision will be present in sufficient quantity to enable the posting of samples of each at different distances from the center of the blast.

Target ships include 4 battleships, 2 aircraft carriers, 2 cruisers, 16 destroyers, 8 submarines, 23 APA's, 2 AK's, 6 LST's, 6 LCI's, and 25 LCT's, plus a former German heavy cruiser and two former Jap warships, a battleship and a light cruiser. (See ALL HANDS, March, 1946, p. 9).

But perhaps the most controversial of the target items is the animal group which will "man" the ghost ships.

They number 200 goats, 200 pigs and 4,000 white rats. The animals will be placed in the GQ stations a crew would normally man during an emergency. Some of the pigs will be clad in standard Navy anti-flash suits and smeared with anti-flash lotion. Others will get a new and secret protection.

Despite mounting complaints from anti-vivisectionists and animal lovers, the medics generally feel they could do much more good in the interests of science if the animals are wounded than if they are killed. Capt. R. H. Draeger, head of the Navy's medical section, said that radiation-sick animals are wanted, not radiation-dead ones.

Following the blast the animals will be taken to the USS *Burleson*, a specially-equipped transport, where they will be closely studied with an eye to future protection of humans against deadly radiations and cures for those exposed to the rays.

While many of the actual plans for the operation are still in a formative stage, this much has been decided upon:

The bomb employed will be similar to that used at Nagasaki, which is the most powerful atomic-type bomb in existence today, and will be exploded "several hundred feet" above Bikini.

The bomb will be dropped by one B-29 from 30,000 feet. Two other B-29's will hover over the bomb carrying plane prepared to drop parachute-suspended pressure recording instruments and blast gauges simultaneously with the release of the bomb. Eight B-29's and two C-54's, each with 28 cameras, will swoop in next. Finally, four crewless B-17's radio directed by other B-17's will be shepherded into the radioactive cloud mushrooming from the center of the explosion.

Thirty minutes following the blast and upon order of Admiral Blandy two PBM's will fly over the lagoon cortex of the explosion with Geiger counters to measure radioactivity. If the way is safe, they will come in low, 40 feet above the water. Next, two

helicopters will drop in to pick up water samples. The first vessels to enter the lagoon will be a half dozen small gunboats also outfitted with Geiger counters. When they send out a favorable report by radio, launches carrying the first load of scientists will move in and investigation of the target ships will commence. Lastly, medical units, BuShipsmen, the remaining scientists and associated military service personnel will enter the lagoon.

The second atomic bomb test calls for an explosion on the surface of the water. A third and final test wherein the explosion will occur beneath the surface of the ocean, is contemplated for sometime late this year or early in 1947. Deep water will be needed for the last experiment to minimize effect of the ocean's bottom.

#### Doctors Reveal Findings.

A world eager to learn the effects of the atomic bomb substituted a few suppositions with some choice morsels of factual matter when the Navy's medical investigation of the explosions at Nagasaki and Hiroshima was made public last month.

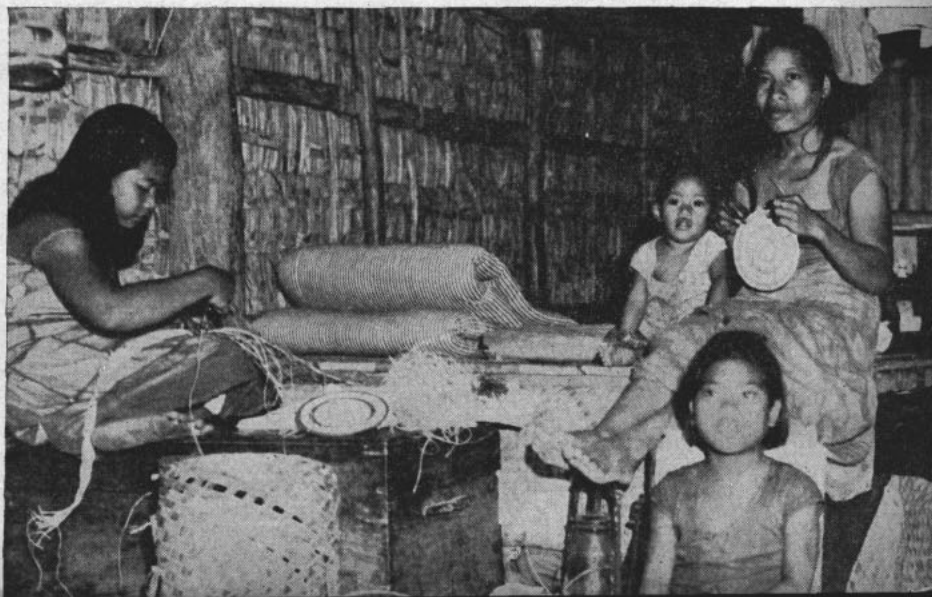
An account of the physiologic effects of radiation, given by Capt. Shields Warren, MC, USNR, before the American Association for Cancer Research, of which he is president, revealed along with other important data two pertinent facts:

- The harmful effects of short wave radiation upon those actually bombed ranged from slight to fatal;
- None of the many persons who entered the bombed areas soon after the explosions and who remained there was found to have suffered ill effects from residual radio-activity.

Studies conducted by Dr. Warren and his colleagues, under direction of the Naval Medical Research Institute and the Naval Technical Mission to Japan, in cooperation with the Army Medical Corps and Manhattan District, were concerned chiefly with injuries

AMONG NATIVES on Bikini were many skilled craftsmen who learned their skills early. Family above weaves fans and mats before leaving home island.

Joint Army-Navy Task Force 1 Photograph





Official U. S. Navy Photograph

**ALLOPECIA** (loss of hair), above, is an atom bomb blast radiation effect.

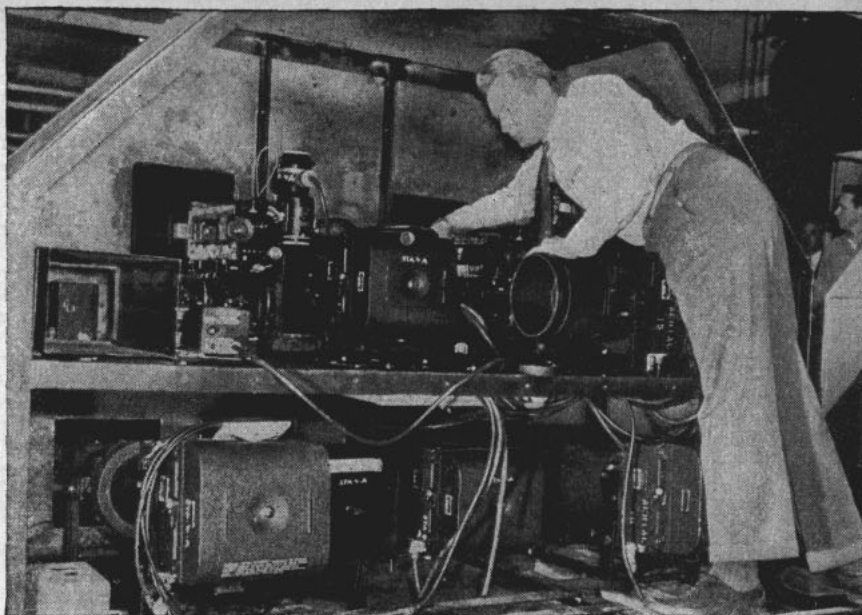
due to radiation. Their research was furthered by collaboration with the investigating group from the Manhattan District under Col. Stafford L. Warren and the Joint U. S. Army Imperial Japanese Government Atomic Bomb Commission under Colonel A. W. Oughterson.

According to Dr. Warren, one group of victims of radiation injury showed immediate effects. These were weakness, malaise fever and often death. They appeared usually within 48 hours after the explosion. A second group showed delayed effects manifested in a variety of ways. Unfortunately, the disorganization of the Japanese was so great that no adequate material exists to determine the exact nature of the immediate effects, Dr. Warren pointed out.

However, it was easy in the cities and villages around Nagasaki and Hiroshima to pick out persons suffering from delayed effects by characteristic flash burns and often baldness. When Dr. Warren left the stricken areas four months after the bombings, many of the cases where loss of hair had occurred showed some degree of regeneration in the form of new downy hair. Scalp hair was lost while that of the eyebrows and beard, persisted.

Radiation also was found to affect the blood forming tissues. Here cases fell into three general groups although there was an overlapping to some degree. The first was the leukopenic group. The white blood cells of these victims were virtually destroyed. The great bulk of leukopenic deaths occurred during the first three weeks following the bombings.

From three to five weeks after the cataclysmic blasts a considerable number of deaths by hemorrhage were recorded. In these instances the victims' blood failed to clot. Some cases had massive hemorrhages from various body orifices. Often blood filled the pel-



Photograph From Press Association, Inc.

**RADIO-CONTROLLED** cameras for the Bikini atom test, above, will be installed on towers around the atoll to photograph results of the explosion.

vis of the kidney, or the stomach, or elsewhere in the gastro-intestinal tract. The third group suffered serious damage to their bone marrow. Those who weathered the first few weeks later showed anemic manifestations with red blood cell counts in some cases dropping to one million or below, Dr. Warren explained.

Another effect of radiation was injury to the testis in the case of male victims and to the ovaries in female cases. Here the male patients were generally in the worse condition.

In conclusion Dr. Warren stated he was sure it would be necessary to follow the population of Hiroshima and Nagasaki for many years to determine the long range effects on the blood, resistance to disease and in genetic changes induced by the doses of radiation.

An earlier report by Comdr. Joseph J. Timmes, surgeon aboard the USS *Wichita* which reached Nagasaki 10 days before the first bomb investigating commissions, told of radiation victims who complained of fever, malaise, loss of appetite, bleeding gums and hemorrhagic diarrhea.

"The oral changes consisted of glossy, smooth tongue with ulcerative lesions on the mucous membranes. The lesions bled easily, were often grossly infected, and showed no tendency to heal. The teeth generally were loose and easily removed by hand. Some of the gold removed from the teeth showed radiant energy," Commander Timmes stated. Hemorrhages were common, he said, and were difficult to stop. Sometimes bleeding would continue for three-quarters of an hour before it could be stopped.

**Study Control of Bomb.** Wrinkles in the discussion concerning who should control the atom bomb are

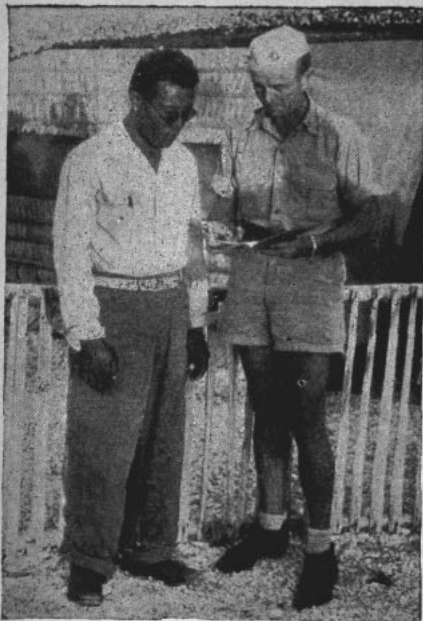
slowly being ironed out but it appeared concessions will have to be made both by champions of military direction and those favoring civilian atomic control.

The first piece of legislation covering the control phase of the bomb

**SURFACE UNITS OF TASK FORCE** gather at Pearl Harbor (below) before proceeding to Bikini Atoll to participate







Official U. S. Navy photograph

**KING JUDA of Bikini (left) listens as Lt. Comdr. Harold H. Grieve explains how natives will be transferred to Rongerik. At right, Bikini natives sit quietly as they hear news of how the atoll will be used for atom bomb test.**



Photograph from Press Association, Inc.

business, the May-Johnson Bill, put the matter largely in the hands of the Army and Navy. This drew criticism from civilian scientists.

Dr. Harold C. Urey, Nobel Prize winner and one of the ranking scien-

tists in the development of the bomb, objected to the Army's Manhattan District Engineer Corps for its insistence that the control of atomic power be vested in the military. He said that by so doing the Manhattan District "has practiced and wishes to practice a whole number of things contrary to the Bill of Rights of the American Constitution."

Senator Brian McMahon (D., Conn.) predicted that failure of the U. S. to transfer control of atomic energy to a civilian agency would be a signal to the world that an atomic armament race is on. "We should now give notice to the world that we regard atomic energy as a force for peace by handing its control over to a civilian agency," he advised.

The May-Johnson legislation was next superseded by the McMahon Bill which switched to the opposite extreme by placing control in the hands of an all-civilian commission.

Major General Leslie R. Groves, director of the Manhattan District Project, said that "until the time is reached when we are guaranteed against attack," there must be representation on the controlling body by military men "who know that defense comes first and other things afterward."

Last month the Vandenberg amendment to the McMahon Bill was adopted by the Senate Atomic Energy Committee. The amendment would give a military board far-reaching powers of review over that field of atomic energy which affects national defense.

**Tidal Waves Predicted.** Most of the world will hold its breath and cross its fingers when atomic explosions rend Bikini. Some distant observers, however, will be literally shaking in their boots.

Daily this becomes more evident as letters ranging from mildly fearful to

hysterical continue to pile up on Vice Admiral Blandy's desk. The letters, which he calls his "fan mail," include dire prediction that the bomb explosions will result in earthquakes and tidal waves, will push up new mountain ranges or will turn oceans into gas.

One man complains that the concussion will blow out the bottom of the sea and let all of the water run down the hole. Another contends that the explosions will destroy gravity. In the midst of all this the Sun Life Assurance Society adds a cheery note by announcing in London, England, that its future life insurance policies will not pay if death is caused by atom bombs.

In a recent telegram to President Truman, Lewis Mumford, author, stated that responsible scientific warnings indicated the test "may bring on disasters both near and far that would make the very name of America a curse to the rest of the world."

The writer praised a full-page advertisement carried in *The New York Times* by the Military Order of the Purple Heart demanding that the proposed test be abandoned. He said the advertisement reflected "the best intelligence and moral conscience of the American people."

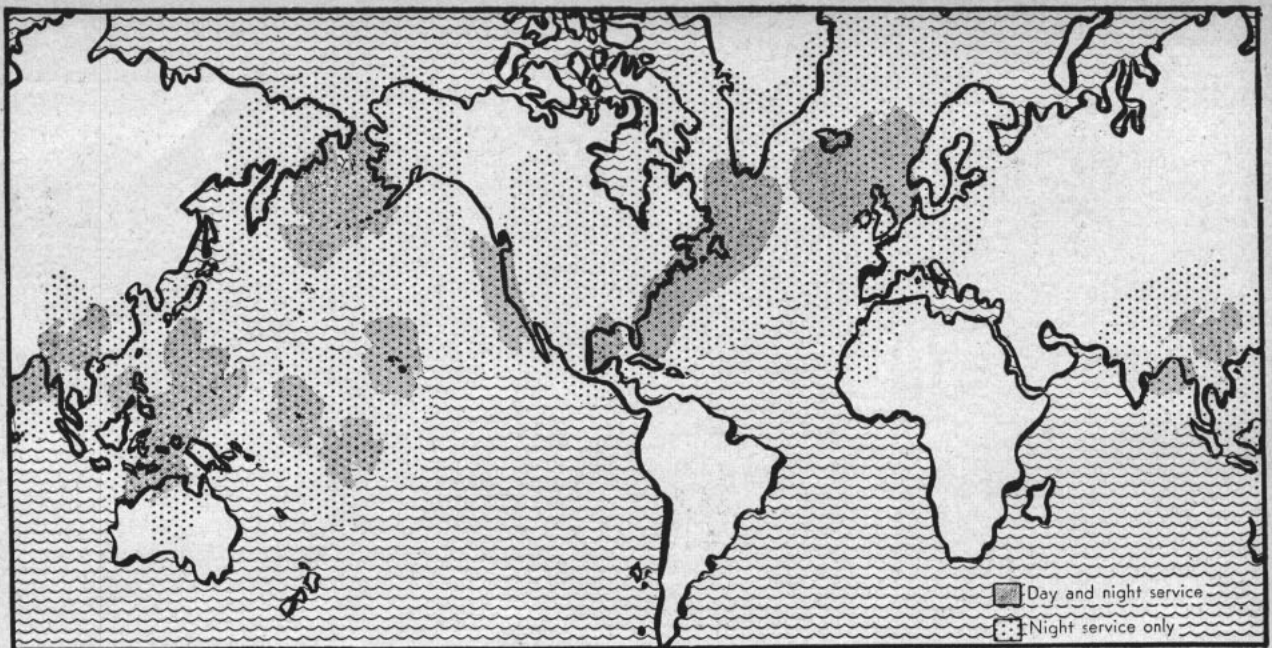
Then there are other kinds of protests. There are letters from former Navy men who once served on certain ships which they now find on the roster of doomed ships of the target force. Objections from animal lovers continue although it has been announced that the "great majority of animals used will be rats," according to Admiral Blandy.

Then, with fear and apprehension on all sides, there is the case of one man, 46-year-old William Parker of Los Angeles, who has volunteered to stay in the target area during the explosions. His offer was rejected by the Navy.

in the first peacetime test of the atom bomb. Vice Admiral W. H. P. Blandy, USN, is overall commander of the force.

Official U. S. Navy Photograph





THIS CHART of the world shows areas covered by present loran service. Plans are being formulated for increasing the coverage of present stations by new stations already under construction and those planned by the Coast Guard.

# NAVIGATING BY LORAN

## Electronic Device Helps Ships and Planes to Fix Position at Long Ranges

THE NAVY TRANSPORT had battled 36 hours through the fury of the worst storm its crew had met since commissioning. Huge waves had swept the deck clean and stove in some of the light metal housings.

The shifting gales and brute force of the mountainous seas had cut the ship's advance to zero at times and made navigation by ordinary means impossible. Celestial navigation was out, the ship was too far from land for RDF, and the dead reckoning plot meant nothing.

The OD peered out into the whirling fury and then glanced at the clock. 0640. How could the navigator get a fix when you could hardly see the bow?

The answer is that the navigator in this instance was getting his fixes by LORAN—LONG RANGE Navigation—quick and dependable.

This electronic weapon, developed and proven in war, will now take its important place as an ultramodern aid to peacetime navigation.

In two or three minutes, a ship or large plane, equipped with a single piece of equipment, can determine its position, day or night, regardless of weather, and the navigator or operator can be trained to become quite proficient in only a few days.

The need for accurate and reliable navigation was intensified by the growing hostilities in Europe and in 1940, under the auspices of the National Defense Research Committee, a

special Loran Division was established. Work on loran was begun at the Radiation Laboratory of the Massachusetts Institute of Technology in 1941 and the first transmitting station was placed in experimental operation in 1942. The first units were set up in the North Atlantic area by the U. S. Navy, in cooperation with the Royal Canadian Navy and the National Defense Research Committee, and were later taken over by the U. S. Coast Guard and the Royal Canadian Navy.

The Battle of the Atlantic was critical and the loran chain of transmitters spread first up and down the Atlantic seaboard. Japanese action in

the North Pacific led to the establishment of the Aleutian loran system in late 1942 and early 1943, followed in rapid succession by island chains—Hawaii, the Phoenix, Caroline, Marshall and Admiralty groups.

Loran navigation was also used for photo-reconnaissance and the bombing of Nazi-held territory and for flying the "Hump" from India to China. The ground transmitting equipment developed for the latter can be transported by plane.

While loran was of such great aid to our ships and planes, it afforded no "aid or comfort" to our enemies, largely because the enemy had no conception of the system and lacked the



Official U. S. Coast Guard photograph  
 PROVIDING AID to navigators with day and night service, this loran station is one of many in the Pacific area now operated by the U. S. Coast Guard.



equipment and charts necessary for using loran. Likewise, altho jamming of loran transmission in a particular locality was possible as an enemy countermeasure if properly effected, it was difficult for them to locate a particular loran transmitter because all stations in an area operated on the same frequency. However, a loran transmitter can be detected and DF'd by ordinary DF equipment if carefully used. Accuracy depends somewhat on position relative to stations, distance and knowledge of the system.

Today, approximately 40 loran stations are being operated by the Coast Guard and an additional 10 stations are under construction. It has been estimated that the major air and sea traffic routes of the world can be covered with about 70 stations. However, since some of the present sites were selected for purely military reasons, some changes in station locations may be expected.

To put it in simple terms, loran depends on the measurement of the amount of time between the arrival of two radio signals transmitted by a pair of shore stations of known positions. Each pair consists of a "master station" and a "slave station."

Since radio signals travel at a constant speed, the measurement of intervals of time of receipt is, in essence, a measurement of distance itself. The radio signals transmitted by loran stations are not continuous but are "pulse signals", or short bursts of radio energy transmitted at regular intervals. Thus, individual pulses can be identified and time measurements made.

Because loran evaluates only the difference in the distances between a navigator and each of the paired stations, he might be in any of infinite positions at which this difference would be identical. These positions fall along a smooth curve which is called a loran line of position. By taking loran measurements on a second pair of stations, a "fix" is established at the intersection of the two loran lines of position.

To interpret loran data in terms of latitude and longitude, charts are provided which show the loran lines of position (hyperbolas) superimposed upon Mercator charts. Each loran rate has a family of these hyperbolas or lines of position. On the charts each rate or group of curves is printed in a different color for ready identification. Thus, the navigator takes a reading on a particular rate, say 4H7, and then on the chart which has that rate, he locates the line corresponding. The same information is available in terms of loran tables for navigators who prefer to work with tables instead of charts.

Loran transmitting stations are usually located on coastal promontories, usually 200 to 300 miles apart so that a line drawn between the two stations would be mostly over water. The "master station" starts the cycle of transmission by sending a "pulse" signal which is radiated in all directions, including that of both the navigator and the "slave station". After the "slave" receives the signal from the "master", the "slave" sends out



Official U. S. Coast Guard photograph  
**RECEIVER INDICATOR**, identical to those used on board ships for taking time difference readings, is shown in use at a shore-based monitoring station.

its own signal. Then the cycle is repeated again and again, day and night.

Three continuous checks are made of the accuracy of timing of the transmission signals; the "master" checks the "slave" signal, the "slave" checks the "master" signal, and monitor stations check both. The nature of the equipment makes it necessary for the operators in both stations to observe the signals of both stations continuously and any variation is apparent instantly. If transmission becomes faulty, due to equipment failure or error in control, a device known as "blinking" is introduced into the signals of one or both stations. This is easily recognized and warns navigators not to use the signals until the "blinking" ceases. Standby equipment can usually be put into service in less than one minute.

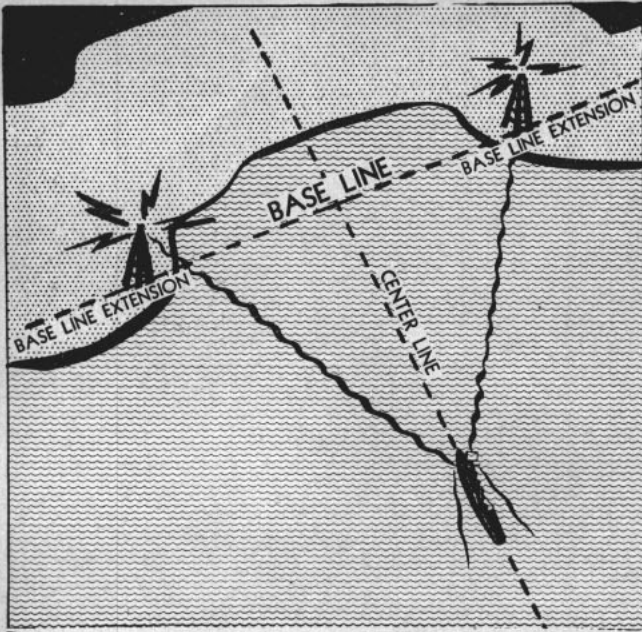
The loran timer which controls the transmission of the pulse signal has an extreme degree of precision and is comparable to a clock which does not gain nor lose one second in five years. The accuracy of loran timing has been

proven under severe war conditions and navigators can rely upon it.

A single piece of equipment, called a receiver-indicator, is all that is needed aboard ship or plane. This unit receives and amplifies the signal and makes it visible in the indicator. Easy to operate and maintain, it has been installed on some 3,000 ships and 30,000 planes. The cheapest of the wartime units cost about \$700; in peacetime it may reduce to \$500 or less.

Loran transmission is effective over longer distances than older types of radio navigational aids. During the day the signals travel on the surface of the earth to a range of 750 nautical miles, at night the range is increased to 1,400 nautical miles by the reflection of signals from the ionosphere.

In terms of accuracy and speed, loran can determine a position in two or three minutes with an accuracy compared to a good celestial observation requiring a much longer time. A rough rule is that the loran line of position has an accuracy to one percent of the distance between the navigator and the stations. Thus, a ship 500 miles from the station is within



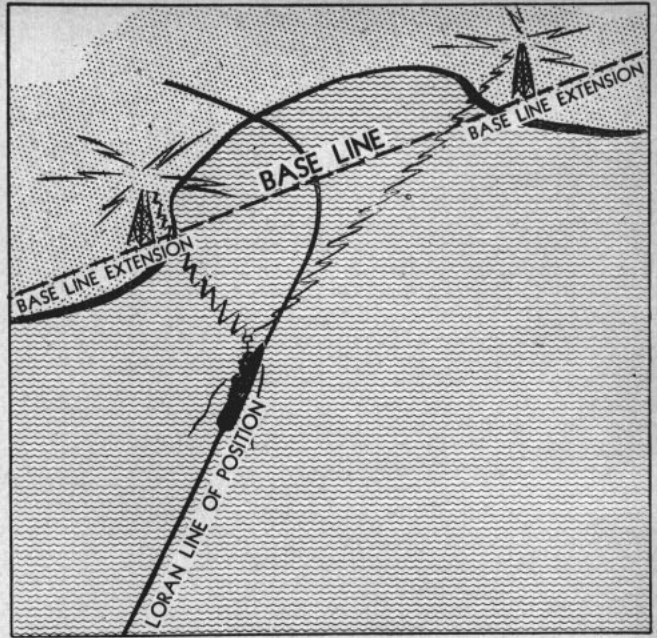
IF TWO stations are sending out pulses simultaneously, they arrive on the centerline at the same instant; hence, a ship having a zero time difference is on the centerline.

5 miles of the position of the fix. As the stations are approached the degree of accuracy increases still more and on the "base line"—the line between the "master" and "slave"—it is within several hundred yards. The accuracy is very poor on the extensions of the base lines from the stations.

The high degree of dependability of loran in all kinds of weather is another of its important features. The signals can be received under all of the usual conditions of storms and gales. Then when they are "seen" again in a few moments the necessary

data can be quickly secured. The best assurance of loran is the fact that its accuracy is not affected by the weather. It is not more accurate in calm weather and less accurate in a storm. If the signals can be received at all, they can be depended upon for their accuracy.

While loran is self-sufficient and independent of all other navigational gear, it is not recommended that older methods of navigation be abandoned. Chronometers, magnetic and gyro compasses are needed to supplement loran for protection in cases of equip-

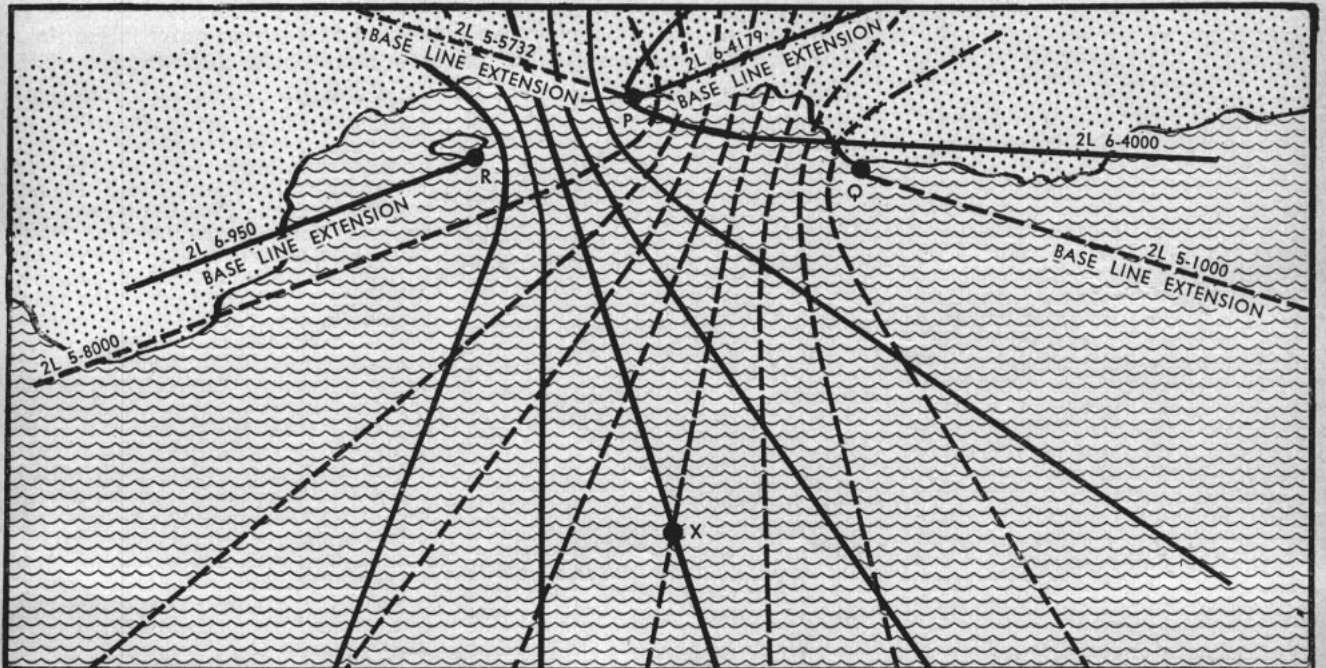


WHEN THE SHIP receives the pulse from one station earlier than that from another by a certain amount, she is somewhere on this line of position around first station.

ment failure and for navigation in areas not covered by loran systems.

Loran is a fundamental advance in the science of long range navigation. The resultant additional savings of lives, ships, fuel and time will accrue in direct proportion to the growth of its international acceptance.

The Coast Guard has just published a booklet, "Electronic Navigational Aids", from which much of this material has been taken, and naval personnel may obtain copies from the Public Information Office, Coast Guard Headquarters, Washington 25, D. C.



NAVIGATIONAL FIXES are provided by two pairs of loran stations. The position 'X' is obtained by the time difference between master 'P' and slave 'Q' and the time difference between master 'P' and slave 'R' giving a two line



# ATOM ABCs

## FUNDAMENTAL FACTS OF NUCLEAR PHYSICS

BY DR. E. U. CONDON

*Director, National Bureau of Standards*

TO THE FAMILIAR subjects of civil, mechanical, electrical, electronic, and chemical engineering, a new field has been given us by the physicists—nuclear engineering. This can be defined as the art of applying nuclear transmutations of matter to useful purposes. The subject of nuclear engineering, which has gradually been developing over the past 15 years, is very much in everybody's mind because of its application to the making of a military weapon whose first use was followed by the end of the war 8 days later.

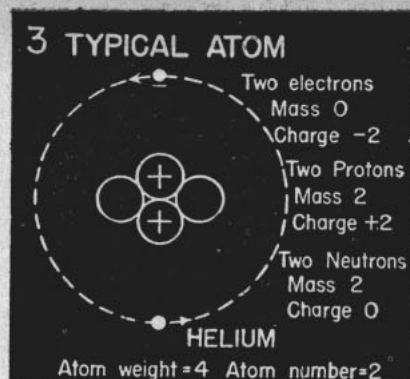
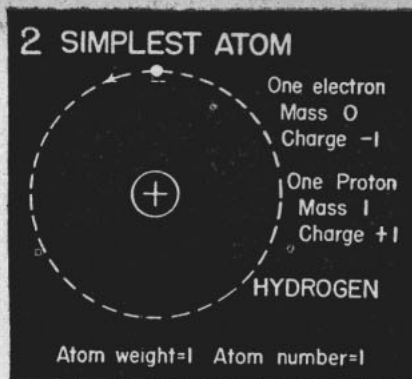
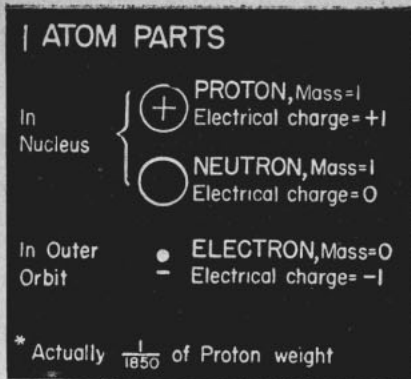
It was considered in many official quarters that the war with Japan might have continued for another year. This might easily have meant the loss of another million American and British lives, probably the lives of even more Japanese, and a cost to us of upwards of 200 billion dollars. Instead, peace was restored at the cost of the lives of fewer Japanese and of none of the American lives that would have been lost and at a cost of only 2 billion dollars to ourselves. And moreover it has put us in possession of the means of assuring peace through world organization if the knowledge of the new weapon is used properly.

Before the atomic bomb, nuclear physics had provided a host of new ideas having peaceful uses—neutrons for cancer therapy, artificial radioactive materials for treatment of leukemia and of cancer, and for use in fundamental chemical studies both in biology and in chemical industry. So important had this field of work become just before the war that several large companies were considering the manufacture and sale of these radioactive materials. Although the war interrupted this activity and placed over all nuclear research a tight secrecy restriction, it enormously accelerated the research that ended so dramatically.

With the war ended we can now devote our energies to active cultivation of the applications of nuclear engineering to peaceful purposes—to better ways of producing neutrons and high-energy electrons for therapy and of artificial radioactive materials for all kinds of uses. Moreover we are standing on the threshold of the era in which atomic power will be developed, surely to be the most important engineering achievement of the next generation.

All sorts of prognostications are being voiced about the future of atomic power. Some say it will come only in the very distant future and may not then be practical; others are rashly predicting

CONTINUED



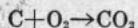
WHILE EACH of the 92 elements has its own atom, all atoms have three parts: proton, neutron and electron. Atom is a 'solar system'; its central sun has one or more protons, also usually neutrons. Revolving 'planets' are electrons, attracted to the protons by their opposite charge but kept in their circular orbit by their terrific speed.

automotive power from  $U^{235}$  in a very few years. The wide variance in predictions comes about largely, of course, from the fact that most of the prophets have little but a crystal ball to guide them.

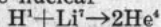
First let us get the main points of the story in terms of answers to some questions that occur at once.

**What is atomic energy?** All energy used industrially comes either from the work done by falling water or from the combustion of fuels—coal and petroleum products principally. In combustion of coal the atoms of carbon combine with oxygen of the air to form carbon dioxide with release of energy. The characteristic thing is that the atoms involved in the combustion process are not changed intrinsically—the carbon atom from coal is still a carbon atom in the  $CO_2$  of the flue gas. The energy used is that made available with the formation of  $CO_2$  molecules from C, from coal and  $O_2$  molecules from the air. This is called chemical energy.

What is being called atomic energy is the energy associated with changes in the basic chemical nature of the atoms. In a chemical reaction, atoms of the same kind are present before and after, as in the familiar combustion process



But in nuclear reactions, atoms are made to react in such a fundamental way that the product atoms are not the same as those we start with. For example the nuclear



reaction is a process that actually occurs in the laboratory, an English discovery in 1932. Hydrogen reacts with lithium to give helium. This is atomic transmutation and quite outside the scope of the classical science of chemistry.

From 1932 to 1939 we were in the position of knowing that large energy releases were possible from many different nuclear reactions—but these could be produced only in laboratory apparatus that required more energy for their operation than was liberated by the nuclear reactions.

**How did uranium fission change this picture?** However, as soon as the word of discovery of uranium fission reached this country

from Germany in January 1939, it was at once realized by physicists that the possibility of getting atomic power in useful form was within reach. But first let us say what uranium fission is. Uranium is the heaviest atom occurring in nature. The nucleus of uranium contains 92 protons surrounded by 92 electrons. One kind of uranium nucleus,  $U^{235}$ , contains, in addition to the 92 protons, 143 neutrons, giving a total weight (i.e., atomic

weight) of 235. Another and predominating kind,  $U^{238}$ , contains 146 neutrons, raising the weight to 238. When a neutron strikes a uranium nucleus in the right way, the nucleus breaks up by falling apart in two approximately equal fragments with the release of about 200 million electron volts per atom split.

The essential thing about uranium fission is that the uranium atom falls apart in such a way as to produce two more or less equal fragments—and to liberate several more free neutrons. It is this neutron liberation that makes a self-maintaining process possible. The splitting requires a neutron to make it go—and the splitting process itself acts as a source of neutrons which can cause more uranium atoms to split. Here is the basis of a self-maintaining process, technically known as a chain reaction, such as in ordinary combustion.

#### Why does not ordinary uranium explode?

There are complications. Because several neutrons are released at every fission, a chain reaction is possible. But to make it an actuality, one of the several neutrons released must actually produce another fission to keep the process going. Otherwise, the nuclear "fire" goes out.

If all the neutrons released produced more fissions the material would explode violently. But because neutrons move rather freely through matter (like X-rays) many are lost by escaping through the surface. Remedy: use a big enough lump to get a smaller surface-to-volume ratio. In other words, unless the lump of fissionable material exceeds a certain critical size the chain reaction cannot proceed.

Another complication is that impurities in the uranium have a powerful effect on neutron absorption. This is very difficult to remedy for appreciable losses result from the presence of only one part per million of some materials, and it is no easy matter to manufacture anything of that purity on an industrial scale.

The worst complication of all was that uranium itself absorbs neutrons in other ways than those that produce fission. This phenomenon was both a blessing and a curse to the aims of the military project. It turns out that the over-all effect of this nonfis-

### ABOUT THIS ARTICLE

From the moment the blast on Hiroshima announced its stupendous power to the world, atomic energy has been reshaping the thinking and the actions of mankind—military and naval considerations no less than political, social and economic.

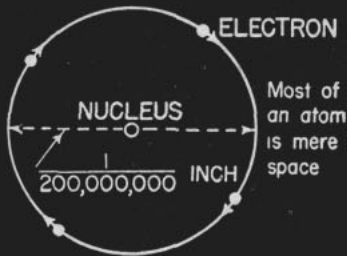
For the use of naval personnel BuPers is now preparing a correspondence course which will be available in approximately five months, and which will enable officers with special talents and qualifications to make more advanced studies. Plans are under consideration for including courses in nuclear physics at the Naval Academy, PG School and War College.

Dr. Condon's article, a step in disseminating authentic information, is a condensation of the official report on "Atomic Energy for Military Purposes" by Professor H. O. Smyth and appeared originally in "Westinghouse Engineer," a publication of the Westinghouse Electric Co. The charts and drawings are from "The Atom—New Source of Energy," reprinted by special permission of McGraw-Hill Publications.

The Smyth report has been issued to all ship and station libraries.



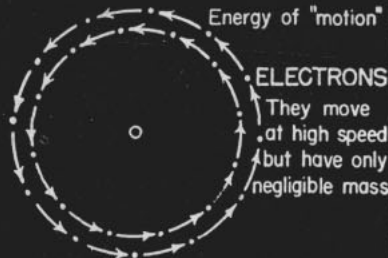
## 4 ATOM SIZE



Most of an atom is mere space

If the nucleus were a baseball, the electron would be a speck 2000ft away

## 5 ELECTRON ENERGY



Energy values are relatively small

## 6 NUCLEAR ENERGY



Binding energy resists separation of protons and neutrons

In 1 lb. of helium, nuclear energy = electricity enough to run a 100-watt bulb 13,000,000 years.

**THE ATOM** is almost empty space, and nuclei are difficult targets. A neutron bullet may pass through a mass of atoms without a hit. Resisting ordinary chemical action, the great energy bound up in the nucleus can be released only by direct hits on nucleus to break ties that bind protons and neutrons and cause fission of the uranium atom.

sion absorption of neutrons by uranium is sufficiently great to prevent the explosion of perfectly pure uranium even in so large a lump that escape of neutrons through the surface is negligible.

Neutrons given out in the fission process are "fast", i.e., have speeds corresponding to several million electron volts of kinetic energy. Such fast neutrons colliding with uranium atoms have a rather great chance of losing energy without being caught and without producing fission.

Neutrons of intermediate speed produced this way are unable to produce fission in  $U^{238}$ . They can do so only in  $U^{235}$ , which forms only 1/140 part of natural uranium.

Neutrons of a particularly low energy (about 10 electron volts) are very likely to be captured by  $U^{238}$  to form  $U^{239}$ . This is very important. More on this later. This happens so readily that so many neutrons are used up this way that a chain reaction cannot be maintained in ordinary uranium.

An uncaptured neutron continually loses energy by colliding with atoms as it diffuses throughout any material, until its average energy is that of the heat motion of the atoms of the material. Neutrons of certain extremely low energies are strongly captured by  $U^{235}$  to produce fission.

The clue to possibly making the chain reaction go with ordinary pure

metallic uranium, which contains all kinds of uranium atoms but is predominantly  $U^{238}$  was to arrange the uranium in a lattice of small lumps so that many of the fast-moving neutrons would diffuse out of the uranium into some surrounding material. Here many of them would be slowed down before diffusing back into the uranium. The idea was that most neutrons would thus escape being caught by  $U^{238}$  until they had lost so much energy that capture by  $U^{238}$  was unlikely. Ultimately, though, they would return to the uranium lumps and be of sufficiently reduced speed to cause fission in  $U^{235}$ .

In the technical vocabulary of nuclear engineering this other material that keeps neutrons in custody and helps them lose energy until they are safe from capture by  $U^{238}$  is called the moderator. Evidently the moderator material must not absorb too many neutrons or the reaction will be stopped by this circumstance. Besides the quality of not absorbing neutrons, it is desirable to use material of low atomic weight. This is because the neutrons to be slowed collide elastically with the nuclei of the moderator and so give up more energy at each impact if the two partners of the collision have nearly the same mass. Graphite was finally adopted for this purpose, although not until processes

were developed for manufacturing it to much higher standards of purity than is usual in ordinary industrial practice.

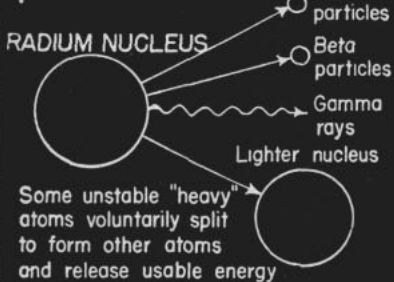
As this qualitative picture evolved prior to January 1942 the question of whether a chain reaction would go remained unanswered because of lack of exact quantitative knowledge of the various absorptions involved. But as knowledge accumulated, it became more and more probable that such a lattice of uranium lumps and moderator—now called a pile—would go, i.e., a chain reaction continuously releasing atomic energy by fission of the  $U^{235}$  in it would be self-maintaining.

### How can the pile be kept from blowing up?

If a pile is so arranged that, on the average, more than one fission results from the neutrons produced by each fission, then clearly the number of neutrons present, and the amount of heat generated, increases by the compound-interest law. If a great multiplication happens rapidly—say in a small fraction of a second—then the phenomenon becomes an explosion. In short, we have an atomic bomb. Even if the reaction occurs slowly the pile would soon be destroyed by melting if the multiplication were allowed to proceed.

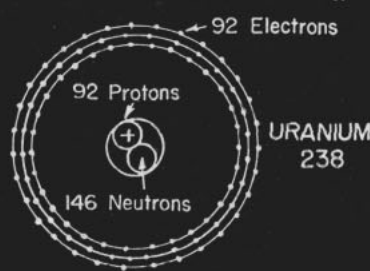
One way to control the pile is to provide passageways through it into

## 7 RADIOACTIVITY



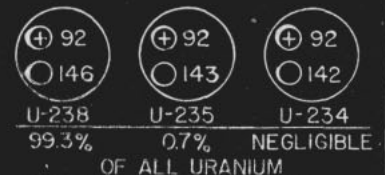
## 8 NATURE'S HEAVIEST ATOM

Basic Source of Atomic Energy



## 9 ISOTOPES

Chemically the same element and their nuclei contain the same number of protons. Only the number of neutrons differs. Thus the uranium isotopes are:

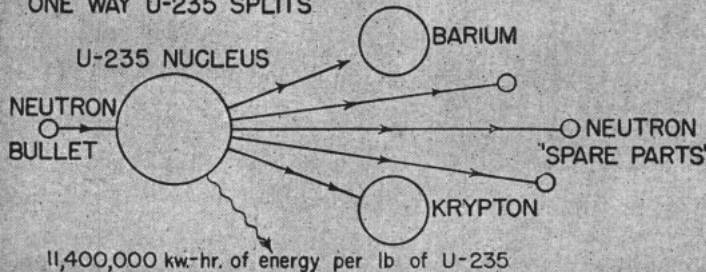


**RADIUM NUCLEUS** spontaneously emits particles and energy, decaying to form nucleus of a lighter atom. Uranium 238 is the commonest form of nature's heaviest atom, important as raw material for new synthetic power atom, plutonium. An element may have several isotopes—alternate forms which differ in number of neutrons in nucleus.

## IO ENERGY RELEASED 11,400,000 kilowatt-hours per pound of U-235

When nucleus of U-235 atom is hit by neutron bullet it explodes to form lighter atoms and spare neutrons whose combined mass is less than mass of U-235. Lost mass is transformed into energy—see Einstein's Law

### ONE WAY U-235 SPLITS



### EINSTEIN'S LAW:

One pound of anything = 11,400,000,000 kw.-hr.

when mass or energy converts to energy or mass

Applying this law to U-235 split:

Explosion products of one pound of U-235 weigh 0.9990 lb., so 0.001 lb. of the mass is converted into  $0.001 \times 11,400,000,000 = 11,400,000$  kilowatt-hours of energy.

**SLOW NEUTRON** splits uranium 235 nuclear target, generating two lighter atoms, barium and krypton, and several free neutrons which act as bullets to split other U-235 atoms, causing 'chain reaction.' Self-propagating explosions may sweep through a block of U-235, releasing 11,400,000 kilowatt hours per pound in accordance with Einstein's law.

which rods of material that strongly absorb neutrons can be placed. When these rods are in they absorb so many neutrons that the chain reaction is stopped. As these are slowly withdrawn, a point is reached at which the reaction is just able to proceed. If pulled out farther the neutrons are able to multiply more rapidly and the pile operates at a higher power level. To stop the pile the absorbing rods are simply pushed back in farther. Cadmium and boron-containing steel are suitable materials for the control rods.

The language of the preceding paragraph implies that the time scale is slow enough for an operator to maintain control by manual operation of the rods or by use of a similar slow-acting control mechanism. That is in fact the case owing to another phenomenon in the fundamental physics of fission—delayed neutrons.

It was discovered in May 1942 that most but not all neutrons emitted in the fission process come out instantly. The uranium nucleus in splitting apart spills out some neutrons immediately. But the atomic fragments formed are also in a highly unstable condition and some of them throw out additional neutrons after a short time delay, amounting on the average to half a minute. It is the delayed ones that set the time scale on which the neutron multiplication in the pile builds up and set it for such a long time that slow-acting controls are easily able to regulate the activity of the pile.

The first pile was built on the University of Chicago campus during the fall of 1942. It contained 12,400 pounds of uranium, together with a graphite moderator. It was intended to be spherical in shape but as the critical dimensions proved to be smaller than the original calculations indicated, the sphere was left incomplete, giving the actual pile the shape of a large inverted doorknob.

It was first operated on December 2, 1942, at a power level of 1/2 watt and on December 12 the power level was stepped up to 200 watts but it

was not allowed to go higher because of inadequate provision for shielding personnel from dangerous radiations. Further studies on piles were made by the construction of one in Tennessee designed for 1,000-kw. level of operation. Later a pile using heavy water instead of graphite as moderator was built.

In summary, it should be remembered that although a pile is built with ordinary uranium, it is only the 0.7 percent of the metal that is  $U^{235}$  that is active. The  $U^{238}$  that forms most of the metal actually tends to stop the process. Only by ingenious lattice arrangement for slowing neutrons in a moderator is the pile able to operate in spite of the presence of the more prevalent  $U^{238}$ .

This means that, regarded as a fuel, only 1/140 of the total weight of uranium is being directly used; the rest is an inert material that remains largely untransformed by the pile.

### How does the bomb chain reaction differ from that in the pile?

The atomic bomb explodes, whereas the reaction in the pile proceeds in a slow way easily controlled by manual operation of absorbing rods. The big, fundamental distinction is that the bomb (one type) is made of essentially pure  $U^{235}$  and without the use of moderator. The chain action in the bomb is carried on by fast neutrons directly released by fission. As already remarked, this cannot happen with ordinary uranium because the  $U^{238}$  slows the neutrons to the point where they cannot produce fission in  $U^{235}$  and also absorbs many of them. With essentially pure  $U^{235}$  these competing absorption processes do not occur and the reaction is carried by the fast neutrons directly emitted from a  $U^{235}$  fission. These are utilized at once to produce fission in other  $U^{235}$  atoms. Here the main factors tending to stop the reaction are the loss of neutrons through the surface (which sets a minimum size to the bomb) and losses by absorption by impurities, including any remaining  $U^{238}$ .

**What is plutonium?** This is a newly discovered chemical element not known to exist in nature but which is made from uranium by atomic transmutation. Plutonium is important because it, like  $U^{235}$ , is a material from which atomic bombs can be made.

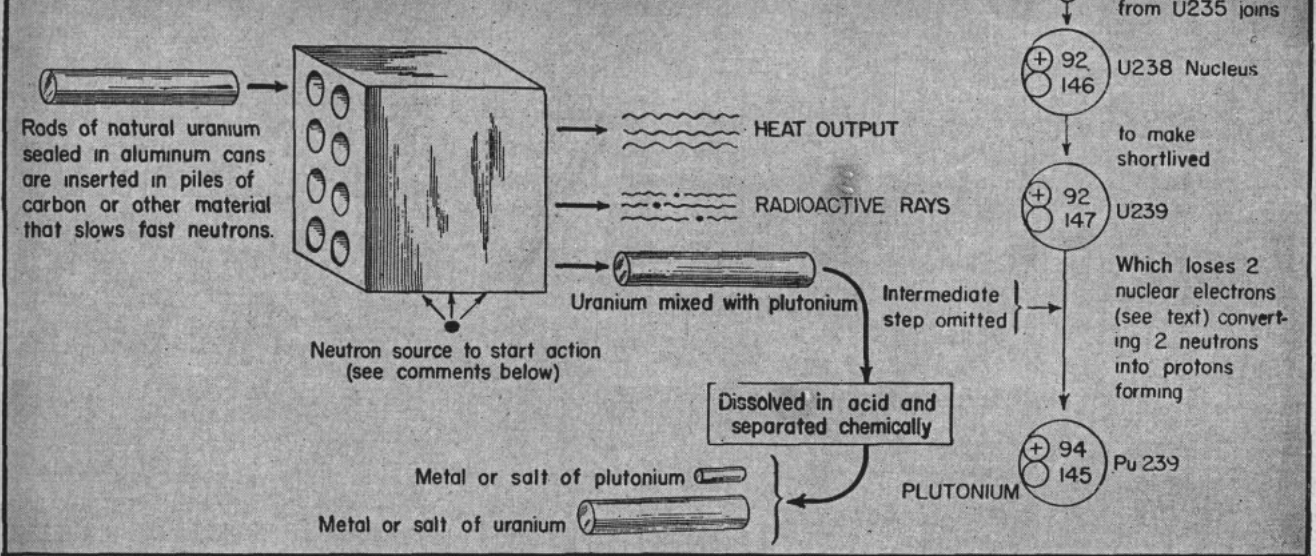
That  $U^{238}$  can capture neutrons has already been mentioned as a phenomenon detrimental to the operation of a pile. When  $U^{238}$  captures a neutron it becomes  $U^{239}$  and emits gamma radiation as does radium. This  $U^{239}$  is not stable but emits high-speed electrons by a process of spontaneous radioactivity. The mean life of the  $U^{239}$  atoms is only about 20 minutes. By this activity they are transformed into atoms having essentially the same mass but one greater positive charge, 93, on the nucleus, and hence a new chemical element. It is called neptunium and written  $Np^{239}$ . Neptunium 239 is also spontaneously radioactive and emits another high-speed electron becoming thereby an atom having 94 positive charges on the nucleus but still essentially of mass 239. This process is slower; the mean life of the neptunium atoms is about 2 days. The resulting atom of charge 94 and mass 239 is another new element that does not occur in nature. It is called plutonium and written  $Pu^{239}$ .

Actually the purpose of piles in the military project was not to get atomic power but to produce the new element plutonium, which provides a second bomb material. It is, in short, a competitor to  $U^{235}$ . The process by which plutonium is formed—capture of neutrons by  $U^{238}$ —has already been mentioned as one that tends to stop the chain reaction in a pile. Nevertheless, the uranium lumps in the pile are exposed to a dense atmosphere of neutrons, and so the means is at hand for changing a part of the  $U^{238}$  into  $Pu^{239}$ .

The several large piles put in operation generated many hundreds of thousands of kilowatts as heat. This heat was, however, not utilized, as the main purpose of the operation was the production of plutonium for use in the atomic bomb. To utilize the heat would have required additional engi-



## HOW PLUTONIUM IS MADE FROM URANIUM



PLUTONIUM is produced in huge uranium 'piles' at the Manhattan Project's plant on the Columbia River. Each pile is a very large block of graphite with holes in which are placed uranium-metal cylinders. Graphite acts as a 'moderator,' slowing neutron bullets and improving chance of hitting nuclear targets. Steps in process are shown.

neering to operate the pile at a high temperature and there was not time for that.

The pile when run at a high power level also generates an enormous amount of radioactive material, far more potent than all radium ever mined. This greatly complicates the problem of operation of the large piles, requiring a high standard of reliable operation that must depend entirely on remote controls.

The plutonium is formed in the blocks of uranium in the pile. These have to be removed from the pile and the plutonium extracted by fairly sim-

ple chemical methods, because plutonium and uranium, being completely different elements, are dissimilar chemically. This process, however, is greatly complicated by the intense radioactivity of the materials.

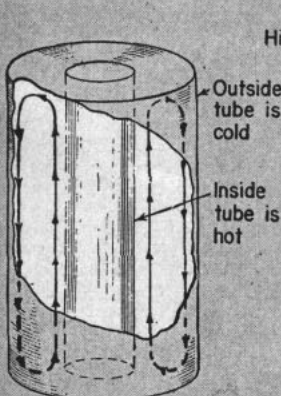
**How is U235 separated from ordinary uranium?** The makers of the atomic bomb had plutonium at their disposal. An alternative material is U<sup>235</sup>. It was felt desirable, in view of all the uncertainties involved, to develop several methods and provide production facilities for extracting in almost pure form the 0.7 percent of U<sup>235</sup> contained in ordinary uranium.

Because of the almost complete identity of all physical and chemical properties of two isotopes of the same element—in this case U<sup>235</sup> and U<sup>238</sup>—this is an extraordinarily difficult problem. Several methods were tried, some of which were abandoned as not operative, or as requiring too great an effort, or as being too uncertain of success. These are mentioned in Smyth's report. Three methods were carried from the research stage into production plants:

- The mass-spectrographic method
- The gaseous-diffusion method

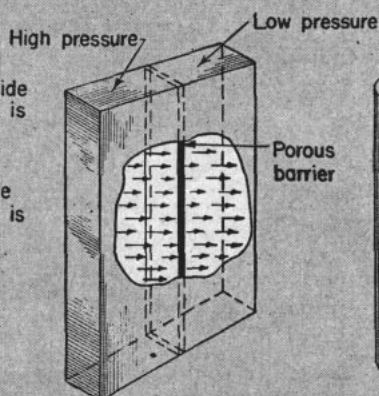
## FOUR WAYS TO SEPARATE U235 FROM U238

### 1 Thermal Diffusion Method



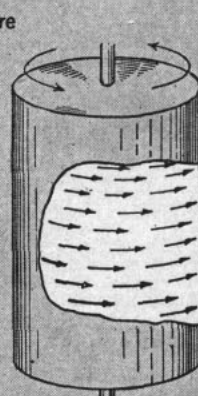
Fluid uranium circulates, tends to concentrate lighter U235 at top.

### 2 Gaseous Diffusion Through Barriers



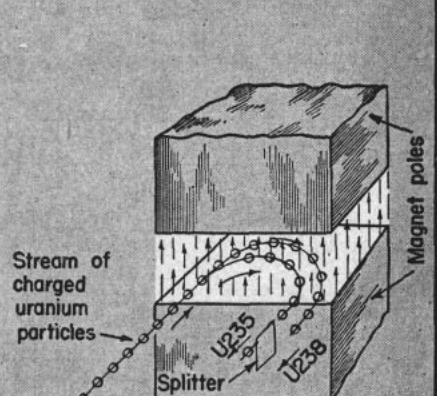
Lighter U235 gas passes more readily through barrier.

### 3 Centrifugal



When mixture of gasified U235 and U238 is spun rapidly, lighter U235 tends toward center.

### 4 Electro-Magnetic



In strong field of giant magnet lighter U235 particles are deflected more than U238. Half way round, splitter separates two streams.

CHEMICAL SEPARATION of 'natural' metallic uranium from its ores is simple, but separation of the rare U-235 from the commoner U-238 by such means is not possible, since they are chemically the same. Only possibility lies in separation by physical differences, primarily by their one-percent weight variance. Several processes were used.

## U-235 COULD COMPETE AT THESE PRICES

other things being equal

Common fuel	Assumed prices	Comparable prices for Uranium 235, dollars per pound (nearest thousand)
COAL (13,000 B.T.U.)	\$6 per ton	\$9,000
	\$12 per ton	\$18,000
	\$15 per ton	\$23,000
FUEL OIL (150,000 B.T.U. gal.)	2¢ per gal.	\$5,000
	4¢ per gal.	\$10,000
	8¢ per gal.	\$20,000
CITY GAS (500 B.T.U.)	50¢ per 1000 cu.ft.	\$39,000
	\$1 per 1000 cu.ft.	\$78,000
NATURAL GAS (1000 B.T.U.)	25¢ per 1000 cu. ft.	\$10,000
	50¢ per 1000 cu. ft.	\$20,000
	\$1 per 1000 cu. ft.	\$40,000
GASOLINE (150,000 B.T.U. gal.)	10¢ per gal.	\$26,000
	20¢ per gal.	\$52,000
	30¢ per gal.	\$78,000

Note that "other things" are never equal. U-235 in normal uranium form is by far the cheapest, but involves use of excessively large and inefficient "piles." The unit cost of the U-235 in enriched mixtures increases with the degree of enrichment. Over-all cost comparisons can be made only for a specified concentration of U-235 and for apparatus suitable for that particular concentration. Possible explosion danger and need to protect personnel against radiation are other important considerations.

### • The thermal-diffusion method.

In addition to these three methods a fourth, that of separation of gas in large high-speed centrifuges, was successfully carried to the pilot-plant stage. The centrifuges work on the same principle as the cream separator on the dairy farm, operating on the very slight difference in mass of the two uranium isotopes.

**What about the bomb?** Very little of this part of the story can be told as yet. Preliminary studies on this problem were made in 1941 and early 1942. At the end of the summer it was decided to concentrate all this work on a greatly expanded scale at a specially constructed laboratory at Los Alamos, N. Mex., about 40 miles northwest of Santa Fe. The first group of laboratory buildings, administrative buildings, homes for the personnel and barracks for the soldier guards were built during the winter of 1942-43 and the scientific staff began to arrive and start work in April 1943. What these people achieved, starting with empty buildings on a remote mesa with only an old Diesel-driven mine generator as the laboratory power supply, thousands of miles from major industrial facilities and supplies, is an epic in the annals of science. The story of this group,

continually growing in number and communicating with outside suppliers only by devious channels, because of requirements of military security, will be most fascinating when properly told.

Although discussion of the bomb's details is not permitted, these essential points can be enumerated:

• The active material is either Pu<sup>239</sup> from the piles at Hanford, Wash., or U<sup>235</sup> from the three different separation plants at Oak Ridge, Tenn.

• A bomb less than the critical size will not explode at all so it is not possible to experiment with little ones to learn how to make a big one.

• Before firing, the active material must be kept separated into two or more lumps each of subcritical size. The act of firing consists of assembling these rapidly into a mass above critical size for that shape.

• This has to be done with great rapidity, using a firing mechanism, which was itself a difficult problem. The need for rapidity arises from the fact that if the parts come together slowly an explosive reaction begins before the parts are completely together. This would blow them apart again and stop the fission chain reaction with only an insignificant release of the atomic energy.

• Even with the best design pos-

sible, the stopping of the reaction due to the bomb's blowing itself apart was expected to prevent the effective conversion by fission of all the material in the bomb. Some estimates placed this conversion efficiency as low as a few percent. What was actually attained at the Alamogordo, N. Mex., tests has not been disclosed to date.

• The fission products are extremely radioactive and if all of them were to remain in a relatively small area (say a square mile) the radiations would be too intense to permit the existence of any living matter in the region for probably several weeks after the explosion.

• To get maximum destructive effect from the blast the bomb is fired while at a considerable height above ground, which also favors the dispersal over a wide area of the radioactive products so that the contamination of the area is not thought to be an important attribute of the weapon.

**What of the future?** While no reputable scientist ever makes definite promises about anything that lies in the future, still it is possible to venture an opinion that the following significant developments are highly likely to be made within the coming decade:

• More effective ways of producing U<sup>235</sup> and Pu<sup>239</sup> will be developed, permitting greater production at lower cost.

• These materials in combination with ordinary uranium will make possible power-producing piles of smaller size than those thus far developed.

• Piles will have important peacetime uses as special-purpose energy sources, and as sources of neutrons and radioactive materials for medical and other scientific work.

• Piles will probably not be developed into small power units for automobiles or airplanes because of their overall weight including that of the material needed to shield the passengers from dangerous radiations.

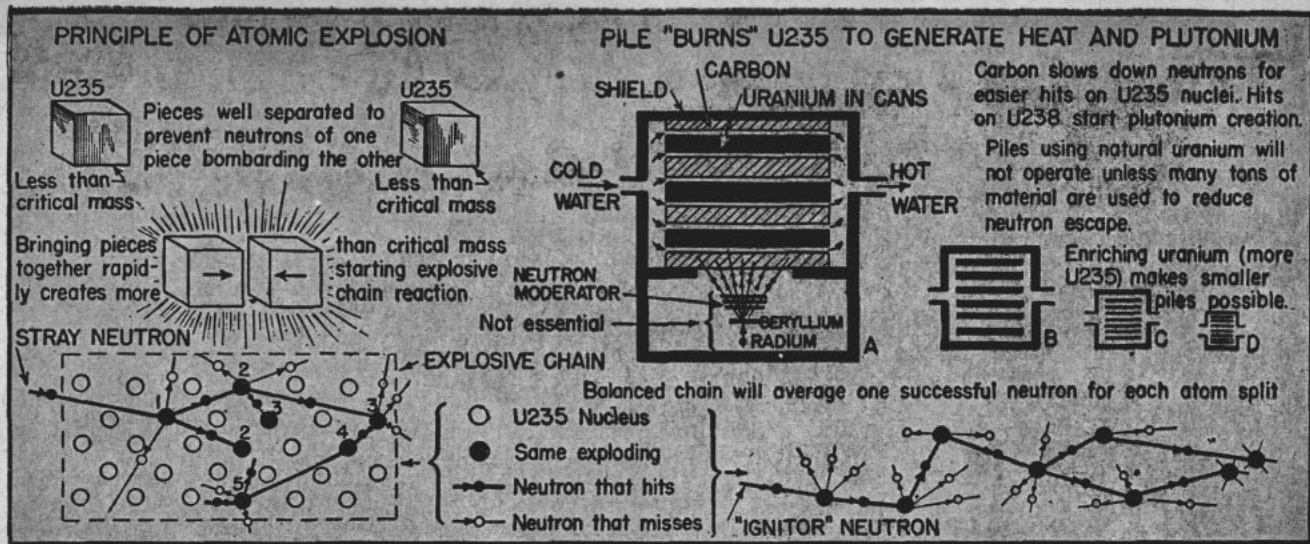
• Also because of shielding difficulties, piles will probably not provide the driving power for railroad locomotives. However, it is reasonable to suppose that within a decade some ships may be powered by piles.

• Besides uranium it is known also that fission may be produced in thorium, which is much more abundant in nature than uranium and therefore may be the fuel in piles of the future. Whether release of atomic energy from other materials can be achieved is a question which can be decided only by future research. At present no means of doing this is in sight—but it should be remembered that the atomic bomb would have seemed fantastic to the best nuclear physicists in 1938.

In conclusion, it is conducive to serious thought to reflect on these sobering paragraphs from H. D. Smyth's report:

"A weapon has been developed that is potentially destructive beyond the wildest nightmares of the imagination; a weapon so ideally suited to unannounced attack that a country's major cities might be destroyed overnight by an ostensibly friendly power.





REQUISITE to an explosion is a mass of U-235 or plutonium so large that escape of neutrons without hitting nuclear targets will not be excessive. For a given shape, there is a critical weight, exceeding which bomb explodes instantly. Therefore the bomb must contain a mechanism designed to achieve this critical mass at the moment of explosion.

This weapon has been created not by the devilish inspiration of some warped genius but by the arduous labor of thousands of normal men and women working for the safety of their country. Many of the principles that have been used were well known to the international scientific world in 1940. To develop the necessary industrial processes from these principles has been costly in time, effort, and money, but the processes which we selected for serious effort have worked and several that we have not chosen could probably be made to work. We have an initial advantage in time because, so far as we know, other countries have not been able to carry out parallel developments during the war period. We also have a general advantage in scientific and particularly in industrial strength, but such an advantage can easily be thrown away.

"As to the future, one may guess that technical developments will take place along two lines. From the military point of view it is reasonably certain that there will be improvements both in the processes of producing fissionable material and in its uses. It is conceivable that totally different methods may be discovered for converting matter into energy since it is to be remembered that the energy released in uranium fission corresponds to the utilization of only about one-tenth of 1 percent of its mass. Should a scheme be devised for converting to energy even as much as a few percent of the matter of some common material, civilization would have the means to commit suicide at will.

"We find ourselves with an explosive which is far from completely perfected. Yet the future possibilities of such explosives are appalling, and their effects on future wars and international affairs are of fundamental importance. Here is a new tool for mankind, a tool of unimaginable destructive power. Its development raises many questions that must be answered in the near future."

## GLOSSARY OF IMPORTANT TERMS

**ALPHA-PARTICLE**—This is the nucleus of helium atoms and is a composite nucleus of two protons and two neutrons. The name originally referred to the alpha radiation from naturally radioactive substances like uranium and radium, later recognized to be fast-moving nuclei of ordinary helium gas.

**ATOM**—Smallest unit of matter, remaining unchanged in chemical reactions. All atoms are about  $10^{-8}$  cm. in diameter. They consist of a central positively charged nucleus, about  $10^{-12}$  cm. in diameter, surrounded by enough electrons to make the atom electrically neutral.

**ATOMIC NUMBER**—An integer characteristic of each chemical element which tells how many protons there are in the atomic nucleus, also how many electrons there are in the atom, outside the nucleus. Usually denoted by Z. Examples: hydrogen, Z=1; helium, Z=2; neon, Z=10; uranium, Z=92.

**CHAIN REACTION**—Any reaction, chemical or nuclear, in which the process continues by virtue of the action of one of the products to cause the reaction to continue. Example: uranium fission is caused by a neutron and the fission process releases more neutrons which can cause more fissions.

**DEUTERON**—This is the nucleus of heavy hydrogen atoms which occur in nature as about one part in 5,000 of ordinary hydrogen. It is the simplest composite nucleus known, consisting of a combination of one proton and one neutron.

**ELECTRON**—Smallest atomic particle. Unit of negative electricity.

**HEAVY WATER**—A kind of water whose molecules consist of the heavy hydrogen isotope, deuterium, in combination with oxygen, written  $D_2O$  instead of  $H_2O$ .

**ISOTOPE**—A particular variety of atom or nucleus characterized by a particular atomic weight as well as a particular atomic number. Example: all uranium atoms have a nuclear charge Z=92, those of the light isotope have an atomic weight of about 235 while those of the heavy isotope have an atomic weight of about 238. There is also a very rare isotope having an atomic weight of 234.

**MODERATOR**—A substance (carbon, heavy water, or beryllium) used as a means of slowing down neutrons by means of elastic impacts of the neutrons with the atoms of the moderator.

**NEPTUNIUM**—A new chemical element not known to occur in nature, having Z=93 and an atomic weight of 239. This is formed by radioactive decay of  $U^{239}$  which emits a B-particle (high energy electron) to become  $Np^{239}$ .

**NEUTRON**—A basic constituent particle of atomic nuclei having no electric charge and having a mass of about  $1.67 \times 10^{-24}$  gram.

**PILE**—Any arrangement involving lumps of fissionable matter, e.g., uranium, together with moderator, so arranged as to utilize the neutrons well enough to result in a chain reaction.

**PLUTONIUM**—A new chemical not known to occur in nature, having Z=94 and an atomic weight of 239, formed by radioactive emission of a B-particle from  $Np^{239}$ .

**PROTON**—A basic constituent particle of atomic nuclei having a positive charge numerically equal to that of the negatively charged electron, and a mass about the same as that of the neutron. The proton itself is the nucleus of ordinary hydrogen atoms.

# BATTIN' THE BREEZE ON THE 7 SEAS

## No Trouble Atoll

When Fighting Squadron 16 went ashore from the *Lexington* in February 1944 at Majuro in the Marshalls, the pilots discovered that the natives, female, wore dresses which, though multicolored, were designed along the styles favored by Mother Hubbard. This was attributed to an earlier invasion by American missionaries. On combat air patrols, however, Fighting 16 found a group of natives, female, on a tip of nearby Arno atoll whose costumes more closely resembled Mother Hubbard's cupboard.

Briefly: the girls wore grass skirts—period.

Arno atoll became one of the most closely patrolled pieces of real estate in the Pacific. Planes formed a regular traffic pattern over this favored spot—low, flaps down—and the natives waved tirelessly and appreciatively at the dauntless sky warriors. The fact that these maidens of the Marshalls were handsome, light-skinned Polynesians did nothing to detract from the pilots' enthusiasm.

Then word came from a war correspondent who had visited this garden spot in person, just before the *Lex* was ready to put to sea, that the natives of Arno atoll were out of soap and cigarettes. One pilot, a man of action, promptly had a small parachute made, attached a zippered bag, and filled the bag with 24 bars of the sweetest-smelling soap he could find, as well as four cartons of cigarettes.

The day the squadron took off to pick up the *Lex*, by then already at sea, this pilot received permission to make a last visit to Arno, released his miniature parachute, and made a perfect hit. As he gave the atoll a farewell buzz, he could see the girls, standing in a row, clutching his gifts, and salaaming in gratitude.

## Island Wedding Memo

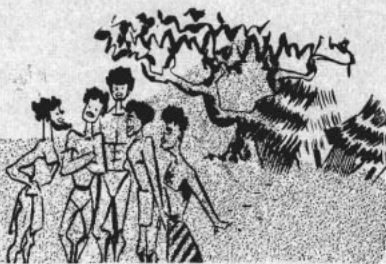
Among the Negritos of Luzon, marriages are arranged when the parties who should be most interested are too young to be interested at all. The prospective bridegroom's parents, after a night of haggling accompanied by feasting, drinking and dancing, pay the prospective bride's family an agreed sum.

A Navy flier, hiding with the natives after his plane was shot down, was alarmed to discover that the deals were being made in Jap money.

"Don't you know," he told one girl's father, "that Jap money won't be any good as soon as the Americans recapture the Philippines?"

The native was not upset, however. "We can always use the Jap money for cigarette papers," he said, philosophically.

This same flier witnessed a solemn council called to settle the problem created by one wife who ran off with a man from another village. This was unheard of among the Negritos and there were no precedents to guide the "divorce" proceedings. Finally, however, a decision was reached. The abandoned husband not only got back the money his parents had paid for his bride in the first place, but he also got the erring bride's sister.





## ... And Wacky Wabbit?

A Hellcat was strafing a Jap-held airfield in central Luzon on 14 December 1944 when it was hit by flak. The pilot tried to climb and head for the mountains but his motor froze and he hit the silk. A Filipino guerrilla appeared as if by magic when he landed, gave him a straw hat, shirt and pants, and told him to put them on, hiding his parachute and flying gear.

Then began a desperate game of hide-and-seek. Jap patrols were closing in from three sides. The pilot was expecting a fusillade of Jap bullets from behind every tree. Then they reached a grassy field, and as they were running across it—again the pilot was certain he was about to be mowed down—the guerrilla jogged close beside him and unburdened his mind.

"There are just two things I want to know," the Filipino asked the Navy pilot. "Has Madeleine Carroll remarried since her divorce and has Deanna Durbin had a baby yet?"

## It's Swe(a)t Sixteen

One of those horrible things that can happen to any man, particularly a married one, happened recently to 16 ex-servicemen living in Atlantic City, N. J.

The 16 received letters from the City Press Bureau inviting them to go to New York in a body to meet their war brides from England. This idea would have been 4.0 except for one minor fact—none of the 16 had married anyone in England.

The Press Bureau's phone started ringing.

"Say," one caller cried in an anguished voice, "I got a letter here inviting me to meet my bride in New York. Please tell my wife it's all a mistake, will you? I was never in England."

A woman called with this message:

"My son received a letter telling him he could meet his British bride in New York. He says he isn't married. I

just wonder if the rascal isn't pulling a fast one. Is he really married?"

One man said:

"I went around with a girl in England. I didn't marry her. You gotta ask the government to send 'em over here, don't you? I never asked them."

The Press Bureau quickly discovered its mistake. With a red face, the city officials admitted they had mixed up their lists of names.

## One Thing at a Time

A. D. Bruce, a U. S. Army private who escaped from Bataan and became a captain in the Filipino guerrilla army, was talking early last year with a Navy pilot who, downed over Jap territory and rescued by the guerrillas, was about to return to his squadron through courtesy of General MacArthur's men, then advancing on Luzon.

The pilot, anxious to show his gratitude, asked Bruce to name the item he wanted most, and promised he would fly over the guerrilla territory and drop it as soon as he was allowed to fly again. Bruce, who had been out of touch with the little luxuries of civilization for more than three years, thought hard for a moment, and then placed his order.

"Two cans of beer," he said.

## Service Stripes

The young ensign, fresh out of midshipman school, was greatly thrilled when the grizzled old "four striper" offered to share his seat in the day coach. The captain had five rows of campaign ribbons, topped by the dolphins of the submarine service. While he was regaling the ensign with some of the experiences of his 40 years service in the Navy, his conversation was interrupted by:

*Civilian:* "Pardon me, sir, but my friend and I are having an argument and we thought that perhaps you could settle it for us."

*Captain:* "Fire away!"

*Civilian:* "My friend insists that those four yellow stripes on your sleeves denote rank and I claim they

indicate years of service. Who is right?"

*Captain:* "Son, you are absolutely right. They do indicate years of service—10 years for each yellow stripe."

## Key to the Situation

An harassed woman reported at the Navy Information Center in New York that her son was AWOL. She wanted to know what she should do.

"Get him back to his ship as soon as you can," she was told.

"But I can't."

"Why not?"

"His girl friend has him locked in a closet and she won't give me the key."

Moral: If you must go on liberty, don't get in any closet; if you must get in a closet, make sure it doesn't have a lock on it.

## Takes the Cake

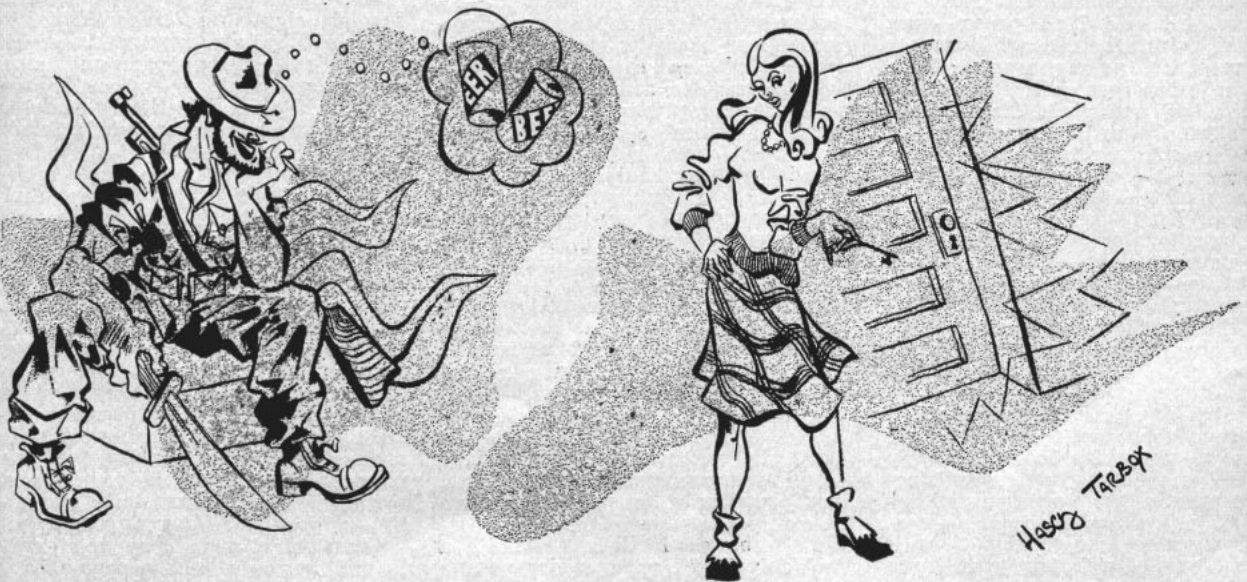
Mrs. Mary Sandman of Chicago believes in going through the chain of command—from the top down. She wrote President Truman, enclosing \$10, and the President forwarded the letter to the commanding officer of USS *ABSD1*. The CO read the letter and called in the cook. The cook saluted smartly and carried out his orders.

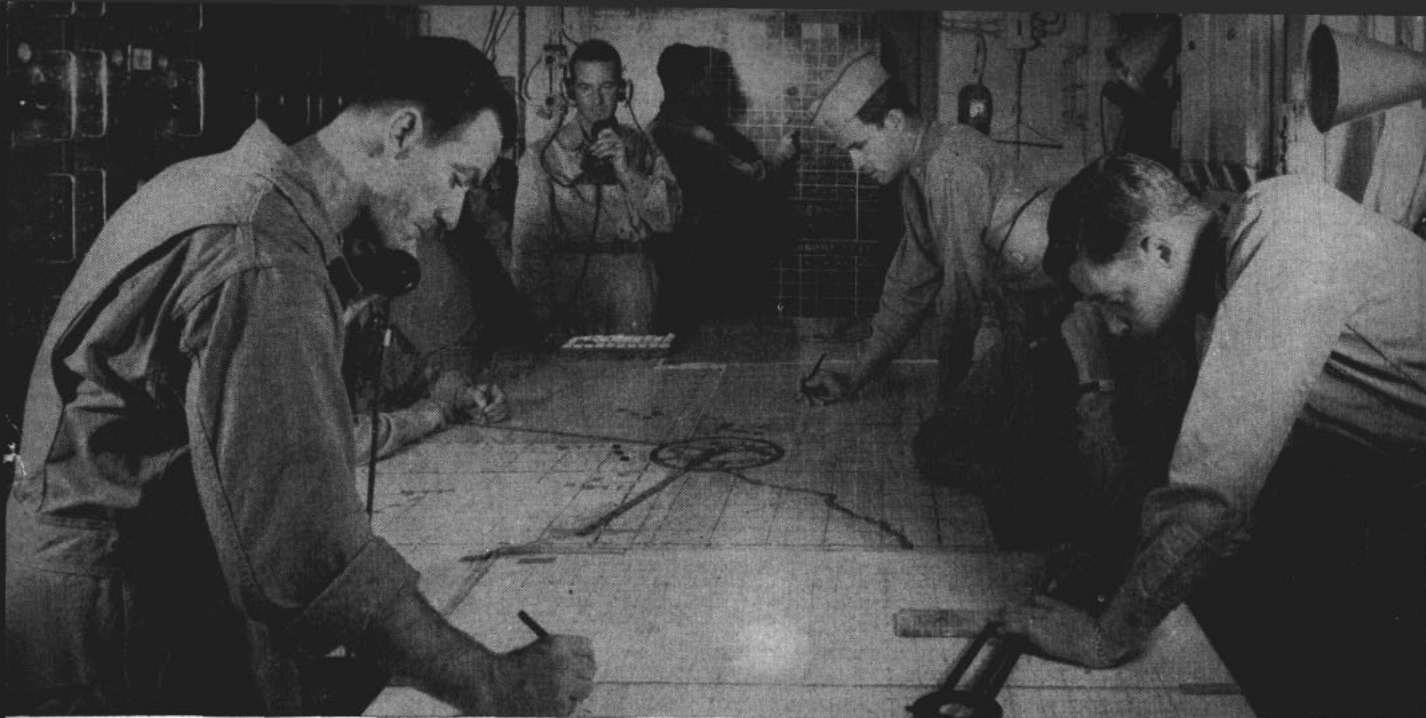
As a result, John Edward Sandman, Sic, USNR, had a huge, fancy cake for his birthday—just as Mrs. Sandman had requested in her letter to the President.

## Distant Relation

Bidding his bride goodbye, the bridegroom hung up the telephone receiver in the center at the Bremerton Naval Base and turning to his two witnesses said: "Congratulate me fellows, I'm married to the sweetest girl in all Wales."

CEM Murray L. Petersen, 43, had just been married by transatlantic telephone to Lorna Kay Groves, 36, in a six-minute ceremony. The bride was in her home in South Wales. The couple met at a dance in February 1944. Petersen returned home before they could be married in Wales.





Official U. S. Navy photograph

INVASION PROGRESS is charted by a communication team aboard an AGC while troops went ashore at Sicily.

# SPEEDING THE WORDS OF WAR

## Communications Underwent Rapid Wartime Changes To Help Win Sea-Land-Air Victory

**WHEN THE REMNANT** of the Jap high command gets around to the inevitable post mortem of their failure and our success in World War II, chances are more than bright that one word is going to be underscored many times—communications. And they won't be very far from right if they come up with the conclusion that the star of our war fortunes rose in proportion to the development of our Naval Communication Service.

In the enthusiasm over our smashing victories high praise has been given to the conspicuous elements of our sea, air and land power—men, materiel, aircraft, command, supply and research, among many others. Very little has been said, however, on the role of communications in the Navy's great war achievements.

Two reasons explain this silence. The first and obvious reason was the necessity for military security during wartime. The other reason is that communications are so enmeshed in every naval activity—ashore, afloat or in the air—that no one can put his finger down and say: "Communications did that!" It's something like giving Joe Louis' nervous system credit for his fine fistic record. On the other hand poor communications frequently drew the finger of blame when operations were fouled or turned out to be unusually costly.

There was little glory or satisfaction to offset the heavy responsibilities and drudgery that fell to communicators. They never sank a ship, downed a plane or felled a foe except in freak circumstances, or got much of the

praise that was passed around after successful operations. Flawless performance was demanded, not just at critical moments but all the time. The watchwords of the naval communication system are *speed, security and reliability* and under these standards communications personnel handled the billions of words involved in winning the war.

Communications enabled vast and diverse forces to operate as a team in amphibious operations. Communications signaled the attack and controlled the landings, making possible required split-second timing. Communications made it possible to hit a score of beaches at exactly the right moment to attain greatest tactical advantage, then sent reinforcements to critical spots, concentrated air support at the right place and directed artillery barrages so they moved only a few yards ahead of advancing troops. Communications got the planes up, guided them to their targets, brought them back and prompted rescue when a plane was downed at sea. Communications penetrated the jungle, kept isolated groups in touch with command posts and summoned whatever aid was needed in the attack. Communications—lightning-fast and accurate—were more than often the difference between life and death, victory and defeat.

Like every component of modern naval warfare communications have come a long way since Commodore Edward Preble set forth in 1803 with a "task force" of wooden sailing vessels to teach the pirates of the Barbary

States to respect the infant United States. Then communications were limited to the use of the skipper's stout voice, perhaps a megaphone and a few bits of bunting. Prior to 1912, no communication division existed in the Navy. Since Pearl Harbor, however, progress in speeding the voice of command and extending the communication network around the world has surpassed everything done in this line for three decades preceding the war.

As a result of this intense development the Navy's wartime communication system carried more messages each hour than in many a month before the war. It involved literally tens of thousands of communication units, from gigantic shore installations to eight-ounce sets designed to fit in a Marine paratrooper's pocket. It also involved the design and manufacture of amazing new tools for use in naval communications, some of which have become household words, while others are still cloaked in secrecy.

Some of the difficulties in early campaigns reflected shortcomings in the inadequate communication system with which we began the war. The regular Navy force was short of radiomen, signalmen, radio technicians and officers who could supervise communication staffs for the rapidly expanding fleet. Equipment adequate for prewar traffic had to do until newer electronic gear could be produced and installed in old and new fleet units and at advanced bases. Lastly, communication procedure had to be geared to the new three-dimensional warfare into which the Navy was plunged.

Communication men serving in the Pacific during those desperate early days of 1942 still marvel at the mere



fact that communications existed at all. One torpedo squadron on patrol duty in the Pacific during the summer of 1942 had planes, a few torpedoes and a home base of sorts but no radio facilities for air-ground communications. A naval aviator who knew something about radio spent weeks grinding down 80-meter crystals, always managing somehow to wind up just one molecule layer too thin. Just as he neared the end of the stock, he produced one crystal which oscillated perfectly. The station was still operating when he left after five months.

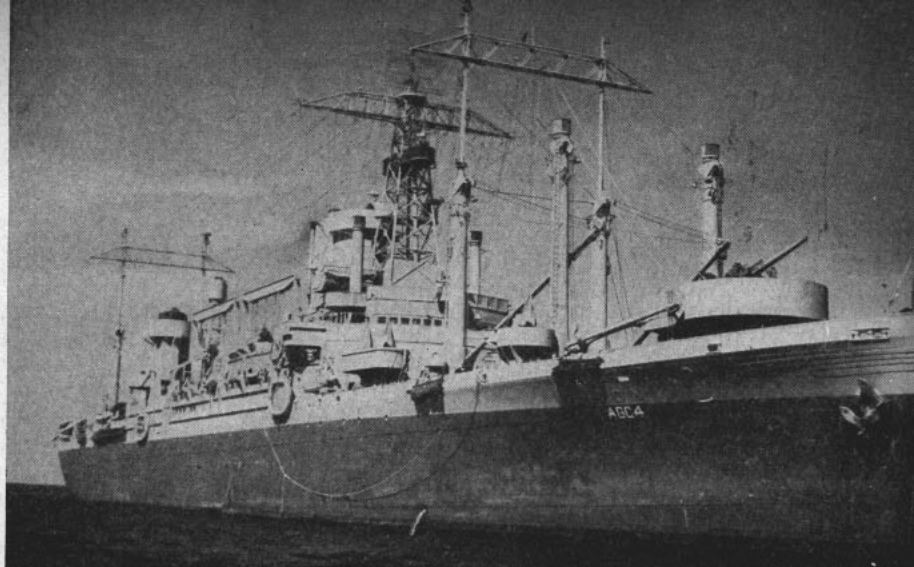
But the picture wasn't completely gloomy. Fortunately, there was a sound base on which to expand the Navy communication system after Pearl Harbor. In addition to the experienced regular Navy personnel, the Naval Communications Reserve (NCR) numbered about 650 officers and 3,000 radiomen. These, with others who joined up from the ranks of amateur and professional radio people, qualified for many critical positions in training, plans, operations and procurement. Soon new schools set up by BuPers and staffed by USN and Naval Communication Reserve instructors were turning out RMs, RTs, ARTs, SMs and skilled strikers in increasing numbers.

These were joined later by Waves trained to perform communication duties in the shore establishments. Naval communications were among the first to recognize the abilities of Waves and to suggest their inclusion as an integral part of the Navy. At one time, Waves composed 75 percent of the total personnel in Radio Washington.

Procedure, especially tactical communications, was another matter. The Navy had developed efficient working methods for routine communications but these were inadequate for global warfare geared to the speed, range and limitations of aircraft. The leisurely call-up, delivery and acknowledgment methods employed between shore stations thousands of miles apart obviously were not suited to planes hurtling into combat. But the needed changes came about by evolution, not revolution, and reflected experience gained in actual operations. Other procedural changes developed as new equipment or tactics were introduced.

Prewar experimentation by the Naval Research Laboratory had cleared the way for the new gear needed to speed and expand wartime communications. Special radio sets were designed for each type of surface craft from BBs down to the agile PTs. Equipment was built to withstand all varieties of weather from the deep-freezing cold of the Arctic to the steaming tropics. In addition, sets had to be designed to undergo all forms of shock and abuse. Sets were designed which operated perfectly after complete submergence in water. During the war the parade of new, improved radio equipment—much of it for very special purposes—never stopped.

The scope of communication equipment, while it centered around radio transmitters and receivers, ranged all the way from the very simple to the terrifyingly complex. At one end of



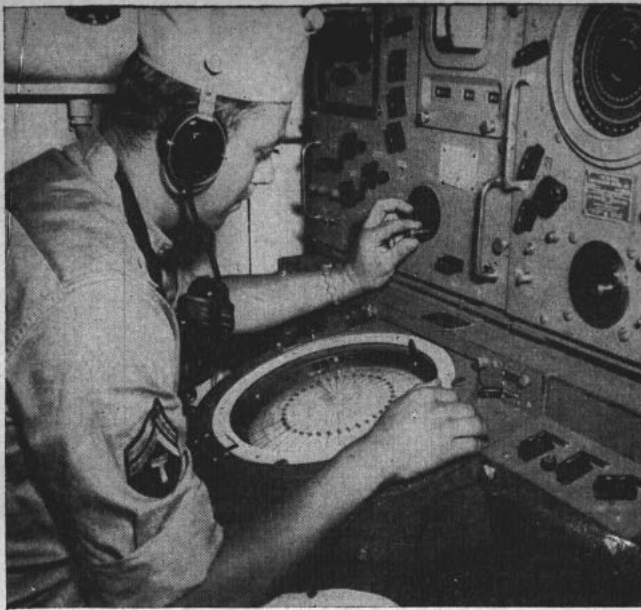
Official U. S. Navy photograph  
**'NERVE CENTERS'** for invasions were Navy's AGCs, outfitted with latest type communication equipment and radar gear. Above is shown USS Ancon.



Official U. S. Navy photographs  
**RADIO COMPARTMENT** of Navy plane (above) illustrates inter-com sets and elaborate radio equipment that were so vital to success of aerial missions.

**NAVY COMMUNICATIONS** were among first to recognize ability of Waves. One of their specialized wartime duties was operating teletypewriter (below).





Official U. S. Navy photograph

**ARMY RADAR** operator scans surrounding area to see that all's well as an AGC proceeds toward her objective.



Official U. S. Navy photograph

**OLD SHELL HOLE** is used by members of a shore fire control party to direct fire of naval standins offshore.

the scale were small signaling mirrors for fliers downed at sea; at the other end, complex radio equipments costing \$250,000 per unit. For radio, radar and sonar equipment alone the Navy spent \$1,300,000,000 in 1944.

Among the devices adopted for the Naval Communication Service during the war are these:

- Portable receiver-transmitter units using frequency modulation (FM);
- Radios operating at ultra high frequencies (UHF);
- Radio teletypewriter;
- High speed automatic transmitters;
- Radiophoto transmitters and receivers;
- Special electronic identification gear (IFF);
- Underwater sound systems (sonar) useful in communications;
- Long distance radio telephone;
- Sonobuoys;
- Electronic homing devices for aircraft;
- Dyes, smoke and pyrotechnics used in identification and spotting;
- Special cryptographic devices;
- Radio facsimile equipment;
- Signaling systems employing extremely short waves.

These and other additions to communication facilities have helped to increase the speed, reliability and, most importantly, the security of naval communications. To a considerable extent, it was due to them that task forces and fleets were able to operate at sea for longer periods and at greater distances from bases than was possible for the enemy. For example, communications played no small part in the unparalleled feat whereby our fast carrier task force operated for nearly three months away from its bases while giving invaluable support to our occupation forces at Okinawa.

The communication system operates in four broad spheres, each employing methods and equipment best serving its particular requirements:

- Shore communications;
- Fleet communications;
- Air communications;
- Amphibious and joint communications.

Shore communications provide these varied facilities for quick transmission of information: Continental and inter-continental radio and cable, coastal radio, shore service radio, telephone, teletypewriter—including NTX (Navy's own networks) and TWX (commercial exchange) circuits—and messenger service. These facilities were employed to link naval district and sea frontier headquarters, naval bases, ordnance plants, manufacturers, supply depots and the countless shore establishments which exist to supply and maintain the fleet.

Key station in the shore communications network and the entire Naval Communication Service is Radio Washington (NAA-NSS).

Corresponding facilities exist at the principal naval bases in the United States and overseas. Also included in the extensive shore communication system are the advanced bases and shore-based activities overseas which exist to serve the fleets.

Today's naval vessels are moving communication centers. Even the tiny MTB has seven radio and radar circuits, while a battleship of the *Iowa* class employs as many as 80 major operating circuits. On a carrier there are more than 100 complete receiver or transmitter components. Certain types of landing craft may have as many as 13 complete sets while others may have as few as three.

A large ship may at any time be in radio contact with: Radio Washington or the nearest major affiliate of NAA-NSS; fleet headquarters and shore

bases; force, group and unit commanders; type, division or squadron commanders; ships in company, submarines, aircraft and patrol vessels; merchant ships, sea-air rescue facilities; and news broadcasts.

Besides radio, fleet communications employ visual signaling (flag hoist, semaphore and flashing light), sonar and radar contacts, and the inevitable mail service. Under conditions where radio silence is imperative, visual signaling and extremely short-range voice radio help to maintain communications between ships.

A high degree of development of air communications was accomplished during the war. It grew to provide complete communication facilities for 38,000 service aircraft, over 100 aircraft carriers, and hundreds of naval air stations and bases scattered around the world. Air communications had to provide facilities for air-ground, ground-air, point-to-point, plane-to-plane, air station and NATS communications, plus liaison service with Army and Allied forces. Also in the air sphere were the air navigational aids, aeronautical direction-finding nets, air-sea rescue and air warning services.

Radio and radar together led to the birth of a new and extremely useful war baby—the Combat Information Center or CIC. The intensive development of this nerve center of defensive and offensive activity gave our forces a tremendous advantage in skirmishes with the enemy and undoubtedly shortened the war by many months. Good communications provided the split-second transmission of intelligence flowing into and out of the highly dramatic centers.

Successful military operations depend to a large extent on fast and accurate communications and the war-tested system developed by the Navy was a vital part of our military organization.





Official U. S. Navy photograph

WINGING OVER a Pacific island, planes like this Navy Kingfisher offered an instantaneous means of spotting bombardment fire from the guns of the fleet.

## 'HELLO ... RED BEACH'

### Invasions Required Fast, Accurate Work From Communications

**T**WELVE SECONDS AFTER the cruiser's salvo the low-flying SOC wheeled over the smoke-fogged invasion beach and the pilot saw the blossom of the exploding HEs.

"Hello Caribou . . . hello Caribou . . . on target Kitty . . . up 20, right 20 . . . up 20, right 20—over."

Aboard the cruiser, errors in main battery range and deflection were corrected in central. Then a nine-gun blast and the ship's radio talker told the pilot:

"Hello Ace Caribou . . . this is Caribou . . . salvo . . . salvo."

This time the pilot's report was a happy "No change."

"Hello Caribou . . . no change, no change . . . you're on the target."

Aircraft bombardment spotting from plane-to-ship was only one of the major jobs of Navy communications during island invasions from Guadalcanal to Okinawa; accurate support gunnery was aided by swift radio spotting from aircraft.

While the SOC pilot was spotting the cruiser's gunfire, a new wave of LCVPs churned toward the island. On Red Beach the beachmaster put down his walkie-talkie and told a signalman to send a message on a portable blinker to the control ship, an AGC.

"Red Beach needs two loads of .30-caliber ammo."

To a signalman with semaphore flags he shouted: "Bring in the next wave of LCVPs."

Then he picked up the walkie-talkie and spoke to an Army Command Post.

Momentum of the invasion was gaining rapid headway.

As the center of a communications network extending from fighting units on the beach to transports, cargo ships and the controlling AGC offshore, the beachmaster was dependent on rapid radio and visual communications. He could order a wave of tank-carrying LSMs to delay their scheduled landing until artillery was brought ashore; he supervised return of wounded to hospital ships and called in salvage units to clear the beach

of derelicts—all by radio and visual communications.

High over the target area, air coordinators in contact with ground observers directed carrier-based fighters and torpedo bombers by radio to strafe and bomb stubborn enemy pillboxes holding up the infantry's advance. Overhead the wheeling CAP was vectored to intercept unidentified aircraft picked up by radar pickets.

"Malamute One . . . This is Delegate Base . . . Vector zero four five . . . Angels twelve . . . Buster . . ."

As invasion forces slugged their way inland, communications continued to be the elastic and many-pronged system that helped to maintain liaison between ships-and-shore.

Radio was passing the word to other elements of the over-all operation: to hospital ships standing back to handle casualties, to salvage and fire boats ready to assist vessels in distress, to hydrographic reconnaissance units marking underwater obstructions and cleared channels and to tankers and ammunition ships awaiting orders to replenish supplies.

Landing craft approaching the beach were in constant communications with their wave commanders and used voice radio to request quick assistance—anything from air support to first aid.

Communications was the heartbeat of the amphibious operation. From submarines on lifeguard duty offshore to the beachmaster sprawled in a fox-hole with his walkie-talkie, it was the same story: Good communications pay off when the chips are down.

The invasion was a severe ordeal, costly in men, material and ships. But Navy communications—wiser by experience learned from previous landings—helped to bring the price down and greatly aided toward attaining the final Jap defeat.

VITAL LINK between invasion forces and amphibious craft was provided by trained signalmen such as this one directing an LST to her beaching position.

Official U. S. Coast Guard photograph





ALL HANDS Photograph  
 AMERICAN COM and German crew member take a sight on the bridge of the cruiser. Living and eating quarters for the two crews are strictly designated. When they are not on duty, the American and German crews do not mix.

## RENDEZVOUS WITH A BOMB

### Nazis' Prinz Eugen On Way to Bikini to Serve As Guinea Pig for U. S.

FROM ABOARD the former German cruiser, Prinz Eugen, steaming to the Bikini atom bomb test—an encounter even the fantasy-filled mind of Adolf Hitler never dreamed of—an ALL HANDS correspondent sends this story of the ship and her American-German crew.

IF YOU WERE at your station minding your own business when suddenly the bull-horn squawked "Herr Oberingenieur zur Brücke, bitte!" you might wonder if you'd gone off your rocker.

On this ship nobody gives it a second thought. Being up on your German, you'd know that the German chief engineer had been called up to the bridge.

Yes, the German engineer, for the IX 300 of the United States Navy was once one of Germany's crack cruisers, the famous *Prinz Eugen*.

Awarded to the U. S. by the tripartite naval commission, set up at the Potsdam conference by President Truman, Prime Minister Churchill and Generalissimo Stalin, the cruiser was put into the service of the U. S. Navy at Bremerhaven, Germany, taken to the East Coast of the United States

by the German crew under American supervision, and is now on her way to Bikini atoll to serve as a guinea pig in the atomic bomb "Crossroads" operation.

Although she flies U. S. colors, she cannot run up a commission pennant, for she is not a commissioned vessel, being merely "in service" of the U. S. Navy.

That the ship runs smoothly and without too many hitches is a tribute to American direction and German ability to carry out American orders.

That's the way things are aboard: orders are given by the U. S. complement, orders are carried out by the German complement.

On the passage from Bremerhaven to Boston, there were 574 Germans aboard, and only 80 American crewmen and eight U. S. Navy officers. On that trip all operations were carried out by the German crew, many of whom had been aboard since the ship was commissioned in 1940.

There is one German female aboard of unknown ancestry and no fixed residence, the Captain's dog "Fifi."

When Philadelphia Naval Base was reached, most of the German deck crew, with the exception of a few leading petty officers, were shipped back to the fatherland, and American seamen and petty officers took over the deck duties.

The German engine room gang

stayed aboard when the *Prinz Eugen* set out for Panama, to operate the below deck equipment. In the engine room compartments U. S. CPOs and firemen are standing by in observation capacities to learn the German gear. At the side of the German chief engineer stand engineering division officers, getting the feel of the unfamiliar engines, boilers, and turbines.

The name data plate on the maze of dials, meters, gauges, and indicators, naturally enough, are all in German, but now above each one is the English translation. Above "Hauptventil" is a small strip of adhesive plaster with "Main valve" lettered on it. Every handle that carries the legend "Zu" and "Auf" is now doubly marked to read "closed" and "open."

In many instances so that there is less confusion, the American crew has picked up a sort of pidgin German. The German crew kept referring, for instance, to the "Kommando Zentrale," which is Central Station on an American ship. So that no German can come back to report he didn't understand his orders, you often hear a loud, exasperated American reference over the intercom telephone to the "commando central." Then there's no mistaking just exactly what is meant.

Technically, the ship presents a problem with its European measuring system. The U. S. chief engineer is probably the owner of the biggest headache aboard, since he has to deal



with strange gear and with German officers and men who are used to thinking in terms of centimeters instead of inches, atmospheres instead of pounds per square inch. German tons of fuel oil instead of gallons, and centigrade temperature instead of Fahrenheit.

On the bridge, despite a galaxy of German name and instruction plates, the Germans know—much to everyone's relief—what a knot is. They use the word themselves.

The relations of the German crew to the American crew are clear-cut. When it comes to matters of operation of the ship, and the situation demands it, the crews work shoulder to shoulder. Living and eating quarters, however, are strictly defined.

The Germans have their own specially designated areas. Other than on duty, the crews don't mix, nor is there any inclination on the part of the bluejackets to buddy-up with the nazis.

In the enlisted men's quarters, in the space designated as the American galley, new ranges, ovens, and kettles have replaced the tremendous bathtub-like kettles in which food was prepared for the German crew. In the section of the ship set aside for the German crewmen, they have their own cooks. To a certain extent they still have some of their own stores, and they are allowed to prepare their food in any manner they wish.

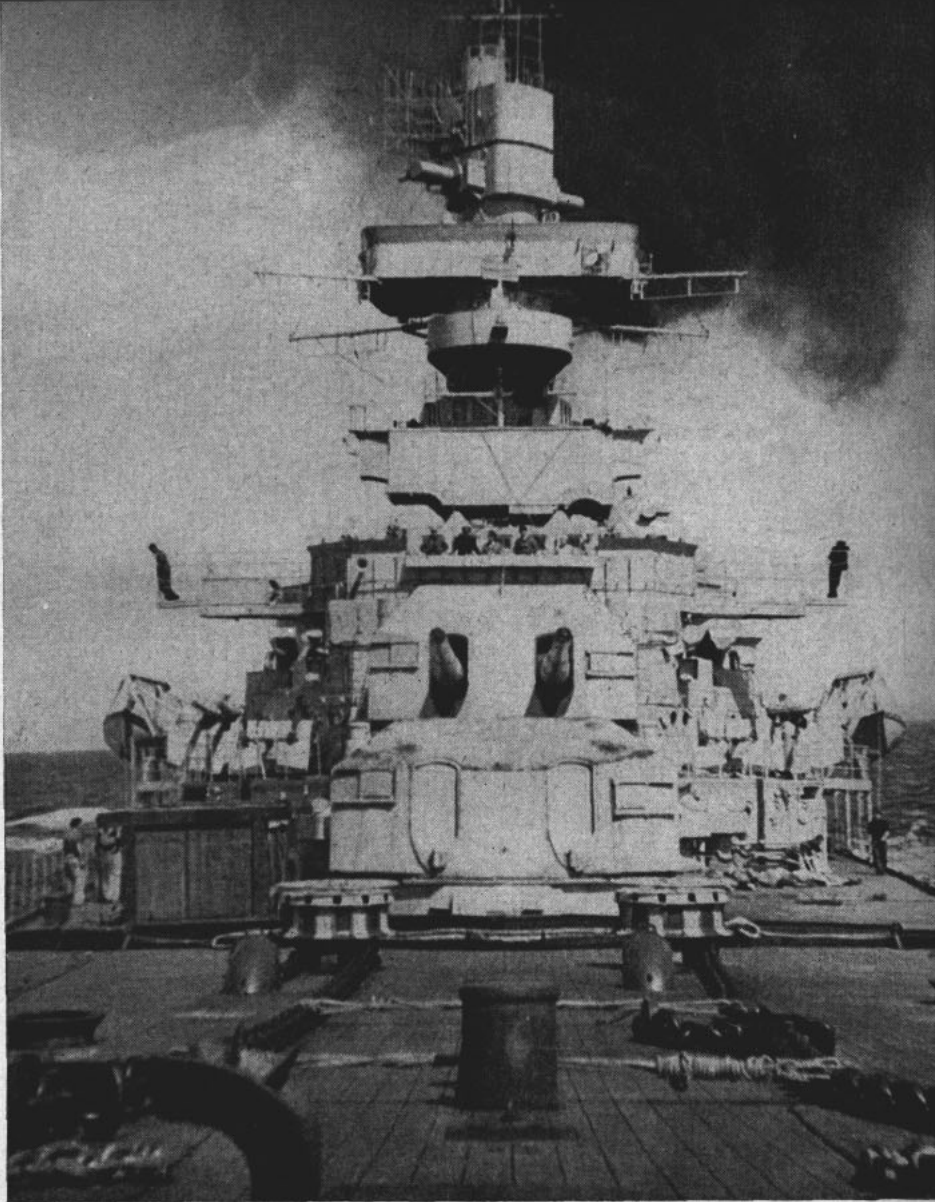
Reflecting a tradition of the sea which has fallen into disuse in the U. S. Navy, many of the Germans swing a hammock every night. Consequently, in the American crew's quarters, there are no built-in bunks, and there has been no time to install them, so most of the men are sleeping on folding canvas hospital cots with their regulation mattress on top.

If you couldn't hear them talking, there is still a way to tell who's who aboard the USS *Prinz Eugen*. Look for the jokers with the long, hanging hair. They're from the *Kriegsmarine* as sure as you're a foot high. German sailors seem to have a weakness for letting their hair grow down behind their ears. Germans can be told apart from the American crew in a number of other ways, too, besides their uniform. For one thing, they're short on shoes, and you see many of the crew running around in sneakers with their toes sticking out. They have brown dungarees for working, instead of faded blue.

The original German officers of the cruiser keep pretty much to themselves during off-duty hours. They have their own cabins, assigned to them in officers' country after American officers had been suitably billeted. They have the starboard third of the junior officers' wardroom, which is separated from the U. S. side by a hanging green curtain.

Food is served in the wardroom by German mess attendants for the German officers, and American stewards' mates for the American officers. The radio-phonograph serves both sides of the wardroom, and officers of both messes have contributed to get a supply of jive records neatly interlaced with some Strauss discs.

In the tradition of their country and



ALL HANDS Photograph  
**BOW VIEW** of Bikini-bound *Prinz Eugen* shows forward turrets stripped of main battery. The cruiser once had eight 8-in. guns mounted on twin turrets.

navy, German officers have a "*Kaffeestunde*" at 1600 during which they sit around on their side of the wardroom and have a couple of cups of coffee and discuss the events of the day. Consequently, they have their evening meal about an hour after the Americans sit down to 1800 chow.

The American skipper of the *Prinz Eugen*, Capt. Arthur H. Graubart, USN, was assistant naval attache in Berlin when Germany declared war on the United States. As a professional fighting man he was disgusted to have to spend the first five months of the war in German internment; but his German experience gave him an understanding of German psychology. He sets the tone throughout the ship. "Our attitude towards the Germans on the ship," he told his officers, "should be 'correct.'" The German word "Korrek" is one that they understand and use often themselves. It implies a firm, courteous, but finally distant attitude.

The captain has his quarters in the *Prinz Eugen* flag country, since the

ship is equipped to carry a task force commander and staff. *Kapitan zur See* Reinicke, the former German commanding officer, has been moved to suitable nearby quarters where he is available for consultation.

Although there is a German doctor aboard, in medical matters the U. S. Navy surgeon naturally has the last word. The system worked out is that the German and American doctor each holds sick call for his own crew. The American doctor does not interfere in the treatment of Germans by their own physician unless he feels that the health of the American complement is at stake.

Should contagious disease break out among the German crew he would immediately step in with rigid controls. Arrangements are such that the German doctor sends his patients to one side of the main deck sick bay, the U. S. Navy physician to the other.

The rigidity of the German discipline system shows itself daily in the relations of the German enlisted men to their officers and to American off-



ALL HANDS Photograph

**GERMAN BINOCULARS** are inspected by American officers. All German gear name plates on ship now have English translations taped above them.

cers as well as the German officers' attitude toward their American opposite numbers. There is a continual clicking of heels (by those not wearing sneakers), rigid snapping to attention and "bracing", and a formality between officers unknown to Americans, to say nothing of the exquisitely formal German officer-enlisted man relationship.

The Germans are not technically prisoners of war, but considered "detained enemy personnel". A great number of the crew are volunteers.

As in the case of prisoners of war, the detained personnel are paid. For enlisted men of any rating, the payment is \$27.00 monthly. Officers are paid \$34.00, \$54.00 and \$64.00 a month depending on their rank. This allows them to make a certain number of purchases, mainly cigarettes and clothing at ships service.

Most of the German crew have their heads too full of their own defeat as persons to be much worried about their defeat as a nation. In the German quarters there is little discussion of politics. Of one rather negative politico-military action, however, a certain pride is shown. The German navy this time (as contrasted with after the last war) did not mutiny. This acts as a sort of rewinning of "face" with some of the men who give it a thought at all. They point out too, that for a few short hours a naval man, Grand Admiral Doenitz, was Fuehrer No. 2.

The cruise to the U. S. has solved for many of the men the puzzle of what to do with their lives, for a few short months, at least. It offers bed, work, and American chow. As to what they are going to do after this

cruise, most of them shrug their shoulders and shake their heads. They just don't know.

German crewmen are aware of the prowess and history of their former cruiser, and it has been interesting to U. S. officers and men aboard to compare it to American ships they have served in.

*Prinz Eugen's* armament, some of which has been removed for study by BuOrd experts, consisted of eight guns of 8-inch size in four twin turrets. Twelve 4.7 inch guns are mounted in six twin mounts, and four sets of triple 21-inch torpedoes are carried on the main deck. Center amidships is given over to a hangar which housed three Arado 196 scouting planes, and the catapult for launching them. They are no longer aboard.

Normally AA defense was handled by men at six 40 mm Bofors, eight SKC 30 guns, and 28 20 mm guns mounted in two quadruple and 10 double mounts. The four AA directors are set in gymbals and gyro stabilized.

Despite a number of superior but Rube Goldberg-ish separate parts of German gunnery gear, the overall results and operation are less desirable than those of American armament, gunnery officers feel.

Side armor on the cruiser is 3.15-inch nickel steel rolled and heat treated extending 2.5 feet below the designated light water line. Armor is fastened almost entirely by riveting. Turret armor is 6.3 inches thick at the front, and 2.75 inches at the side.

As for radius, the *Prinz Eugen* can cruise 2,055 nautical miles at full speed, or 6,100 nautical miles at 15

knots. Normally, she carries a complement of 1,580 men.

At the present moment the ship's trim lines are broken somewhat by installations for the atomic bomb test. Welded and secured by wire rope to the top of the pilot house is an army trailer—with the wheels off—equipped with modern U. S. Army radar gear. The gear is being used by the ship, since German radar equipment is less advanced than ours. The trailer's olive-drab has mercifully disappeared under battleship gray. On the main deck forward of the bridge structure certain Army gear has been secured, housed in wooden cases, to see what happens to it when the bomb goes off.

The engineering equipment aboard the *Eugen*, although it was super-modern when it was installed in Kiel back in the early days of the war, has been outstripped by U. S. equipment during the course of the war. "The thing that is especially irritating to us," comments Comdr. W. L. Handley, USNR, chief engineer, "is that all of the equipment is jammed together so closely. It's complicated and hard to get at."

The optical gear installed is, as usual, of excellent quality. Germany, with its great optical companies, Leitz and Zeiss, has long been a world leader in visual aids.

The cruiser proves an axiom once again—that American sailors live cleaner, better, and more ventilated lives on U. S. naval vessels than men in other navies.

"Enlisted men's quarters on U. S. naval vessels," says Capt. Graubart,



Official U. S. Navy photograph

**WHILE SOME** of their shipmates stayed on the *Prinz Eugen* for the atom test, most of the crew (above) leave New York under the watchful eyes of the Marine guards for deportion back to their homeland.



"are far superior to those aboard this ship. Where we put 15 men, the Germans expect to sleep 40."

Any man aboard can answer "aye, aye" to this statement. Furthermore, Germany being a beer-drinking nation, with a beer-drinking navy not given to sailing in hot latitudes, there aren't enough scuttlebutts on the *Eugen* to even mention. Over a dozen American ones were put aboard the ship at Philadelphia. Heads and galleys, generally speaking, are less commodious and efficient than on American ships.

The *Prinz Eugen* (pronounced oigen) was launched on 20 August 1938 at Kiel, Germany, with Adolf Hitler officiating. The Krupp Germania Werft built her, and she was commissioned 1 Aug 1940.

In contrast to surface vessels in the Kaiser's fleet, which had little opportunity to come out of their harbors at all, the *Prinz Eugen* had an active wartime career. Her most notable war venture was the participation in the engagement between HMS *Hood* and the *Bismarck*. German gunnery officers on the *Eugen* claim that she got off the first salvo of the clash.

In June, 1941, the *Eugen* entered the drydock at Brest, France, for repairs. There she underwent 50 air attacks, one of which left her severely damaged amidships, and cost her 52 dead.

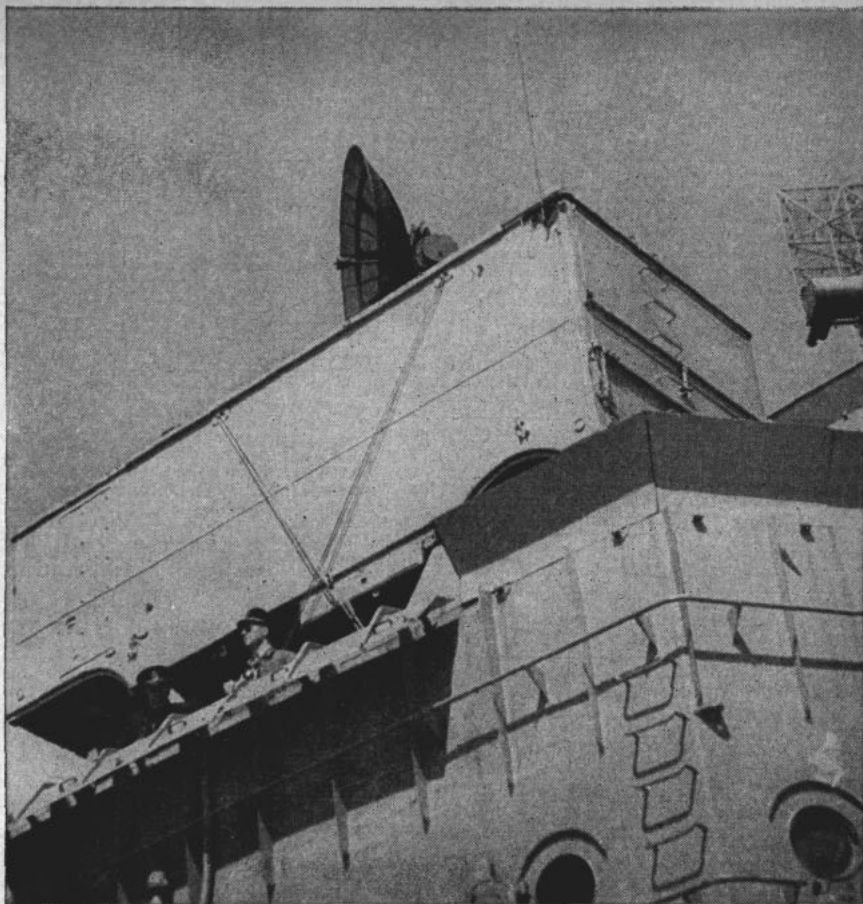
When the *Gneisenau* and *Scharnhorst* made their famous dash through the English Channel, the *Prinz Eugen* accompanied them. She claimed five British planes shot down and damage to two destroyers.

At another juncture in her career, the *Prinz Eugen* lost 40 feet off her stern as a result of a torpedo attack launched by the British submarine HMS *Trident*. Two emergency rudders were placed on her transom stern and hand operated by winches from the after deck. She made the passage from Trondheim, Norway, to Kiel in this condition, under constant air attack, but German officers report she was good for 30 knots.

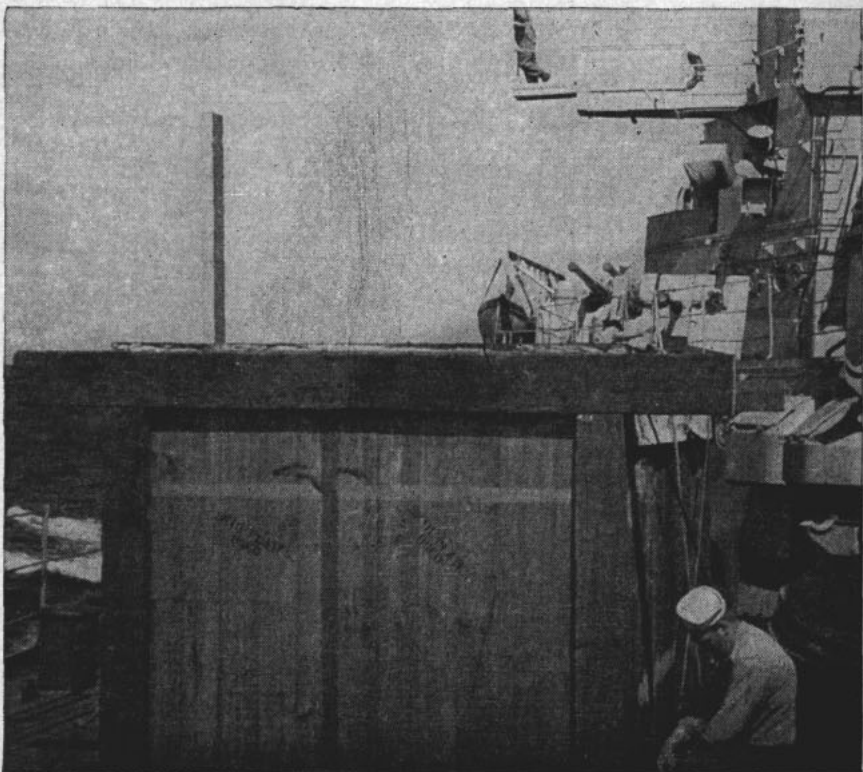
Her last duty, before surrendering to the British in Copenhagen, was as flagship of the German Baltic fleet engaged in harrasing Russian land units during the withdrawal of the German armies in the east. She lay at Wilhelmshafen after her surrender from May until December, when she sailed to Bremerhaven flying International code pennant "C." She was put into U. S. service 5 Jan 1946.

The ship takes its name from an Austrian military hero, Prince Eugen, born in 1663, who won fame and glory in battles against the Turks in south-eastern Europe. The appearance of a ship with such a name in the *Kriegsmarine* of the third Reich was a conscious effort on the part of the Nazis to incorporate some of the esprit de corps of the old Austro-Hungarian fleet in their new battle forces, as well as win the sympathies of the Austrian population.

Now this symbol of the Nazi bid for world power is steaming westward to see how it will stand the ravages of the symbol of a new age, the atomic bomb.



ALL HANDS Photograph  
ARMY RADAR gear is in wheelless Army trailer lashed to top of pilot house. Ship uses this gear instead of less advanced German gear during long cruise.



ALL HANDS Photograph  
EQUIPMENT WHICH is to be tested in the forthcoming "Crossroads" operation is packed in large crates and secured to the foc'sle deck by crewmen.

# LETTERS TO THE EDITOR

This column is open to unofficial communications from within the Naval Service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes; no private reply will be made.

## More on Uniform Change

SIR: I spent three years in the Army before joining the Navy and I know from experience there is no comparison in comfort or appearance between the proposed uniform and the present style. In spite of the claimed inconveniences, the overwhelming consensus among the 1,000 sailors stationed here is for keeping the blue jacket in preference to a shirt and tie.—W. M., S1c, USN.

SIR: If the Navy intends to issue an ironing board and iron with every new uniform, it would be fine. But what about the men on small craft who don't have the facilities to keep such a rig in shape? The "monkey suit" runs circles around any other the Navy has proposed. Let the regulars make the decisions and you'll save lots of time, trouble and material.—C. E. A., BM2c, USN, and 20 others.

SIR: The new uniform is really silly-looking. Besides, the other uniform was good enough for nearly 14 centuries [Not quite—Ed.] so why change it now? We men that have been in the Navy for 16 whole weeks don't like the idea of a bunch of boots trying to change our dress canvas. It may be o. k. for some shore-based USO jockey that has lots of locker room, but for a seagoing sailor, the new uniform is no good.—Crew of an LCS.

SIR: We have seen pictures and samples of the new uniform. In our opinion, it is not what we would like to wear as men of the U. S. Navy. The crew of this YO all agree that the old uniform cannot be beaten for looks, stowage and durability.—H. J. S., Bosn., USN.

SIR: You guys who have to lug your seabags around and live out of them—yes, and do your own laundry and ironing, too—had better do a little talking to keep the uniform we have, or put up a howl for some facilities to take care of a seabag full of white collars.—W. C. N., EM1c, USN.

SIR: Our points in the argument are:

- What would a white shirt look like after a 48 or a 72?
- What would it look like after four years? (Blue jumpers look good as new.)
- The new uniform will take more men to run our laundries, larger lockers to stow our gear.—A. C., WT2c, USNR.

SIR: As a "Lady Marine" may I have an opportunity to defend the traditional Navy uniform? I worked as a civilian Navy employee, my sister works for the Navy and my brother and boyfriend are in the Navy. They all are for the present "bell bottom trousers", as are three-fourths of the sailors in the Navy. From a woman's point of view, the bell bottoms are the most original of all uniforms. . . They should be left unchanged, unless, tailor-mades are made official.—E. H., Pfc., USMCR.

SIR: We of this crew want the new uniforms. We like the respect of people and we like to look as though we should be respected. We are hopeful that the new uniform is put out regardless of gripes from the old salts or the new boots.—J. E. J., S1c, USN, and crew of an SC.

SIR: Tradition may be o. k. But now that the war is over and we are living in the most modern era of all, let's at least look modern and throw all the Little Lord Fauntleroy suits overboard to the sharks.—A. M., Y1c, USNR, and 22 others.

SIR: Since nothing could look more ridiculous than our present uniform, it naturally follows that the new one is as good or better. However, whoever devised it failed to go far enough on several different points: (1) The material used in the present uniform shrinks, it will never hold a crease, it's too heavy for

spring and fall temperatures and will never stay clean; (2) the pullover jumper should be scuttled; (3) the white hat still looks like my kid brother sailing a block of wood in the bathtub. I'd rather look like a soda jerk or a milkman.—W. G. B., PhM1c, USN.

SIR: I have worn the present uniform for over four years now and will continue to wear it, but I have yet to find a place or a way to stow the gear I need when I go on leave. My suggestion is to keep the uniform as it is, but install a few pockets and do away with the 13 buttons. Make tailormade blues official and you will have some very satisfied men aboard.—B. F. F., Y1c, USN.

SIR: A great number of men are in favor of the new outfit except for the white uniform. That really looks pretty sad with the present hat. Gray is my choice in place of whites. Let the sailors use dungarees for work clothes, leave the blues as they are and I'm sure everybody will be content.—C. S. S., RM1c, USN.

SIR: It seems to me the proposed new uniform has brought forth howls of protest from regular Navy men principally because it simply replaces the most obvious disadvantages of the bell bottom suit with other drawbacks long recognized in the uniforms of other services and male attire in general.

Here are some suggestions combining the better features of both the traditional and proposed uniforms, with the addition of ideas from recent trends toward sports-type clothes for active living:

- Forget white for summer. The Waves wore gray—few will contend that men are better able than women to keep sharp in stark white.

- Choose lighter weight material for blues, particularly the top. The present material won't turn a blizzard alone anyway, and it's much too heavy for warm weather and indoor wear.

- Style all jumpers with collars which will look well either open at the throat or closed and worn with a four-in-hand tie for dressier occasions. With a dark blue jumper, a tie in the reserve blue color worn by Waves would look good. For summer, a gray in-or-out jumper might sometimes be o. k. with a black tie.

- Adopt a long shower-proof overcoat with removable lining for winter weather; furnish a blanket-lined leather or denim jacket for work.

- All styles of hats have their drawbacks, but certainly the old skimmer has no place in a modern uniform. Maybe the overseas type is least objectionable. For work, the Mitscher model would be fine.

Finally, the Navy should design the uniform and administer its uniform regulations with comfort upper most in mind. That one element will pay greatest dividends in uniformity, efficiency and happiness of the men.—R. J. S., Sp(C)3c, USNR.

## Hashmarks for Waves

SIR: May Waves wear hashmarks?—A. H., PhM2c (W) USNR.

- Not yet. But by the time the Women's Reserve celebrates its fourth birthday 30 July 1946, Uniform Regs are expected to be revised to provide for service stripes on sleeves of enlisted Waves who have completed four years' service.—Ed.

## Three Children

SIR: I am in the regular Navy, am married and have three children. Am I eligible for release under the provisions of Alnav 298-45?—R. K. J., RM2c, USN.

- Yes, if all your children are under 18 years of age and legally dependent upon you and you have not entered your present enlistment since 28 Sept 1945.—Ed.

## Mustering Out Pay

SIR: On 5 March 1945 I extended my enlistment for two years. When I tried to collect my mustering out pay, I was told I was not eligible because extensions do not count as re-enlistments. Is this true?—G. K. H., S1c, USNR.

- Yes it is. However, when discharged at the end of your extension, you will become eligible for mustering out payments.—Ed.

SIR: I have extended for one year for the purpose of transferring to the Fleet Reserve with 20 years' service. If I should extend for an additional year, will I be entitled to: (1) mustering out pay; (2) furlough travel allowance; (3) re-enlistment pay?—T. E. T., CTC, USN.

- The extension would entitle you to (2), but not (1) or (3). Reenlistment pay is allowed only for 2, 3 or 4 year extensions. Since you will receive Fleet Reserve retainer pay upon separation from active duty at the end of the second extension, you still will be disqualified for mustering out payments under terms of the Mustering Out Payment Act of 1944.—Ed.

## Temporary Warrant

SIR: I am a Radio Electrician, USN, serving under an expired enlistment. According to Alnav 299-45, I may request termination of my temporary appointment and release from the Navy. If I receive terminal leave, mustering-out pay and other discharge benefits, can I ship over in my permanent rate of ACRM? Is there any chance of getting back my warrant rank?—K. A. B., RE, USN.

- Yes, you can ship over as ACRM, even though you take your terminal leave, mustering-out pay, etc., if you re-enlist within 90 days of discharge. Re your warrant rank, you would retain it as long as temporary commissions are in effect. If you prefer, instead of being discharged, you may apply for transfer to the regular Navy as a permanent warrant officer with no loss in precedence and you may be granted your terminal leave immediately, if your services can be spared. If you go on terminal leave before applying for transfer, you can submit your application for permanent warrant before the leave expires and retain precedence. After going on inactive duty, you still have six months in which your application will be accepted, but with loss in precedence.—Ed.

## PO in Another Rate

SIR: Now a yeoman striker, I am qualified for Y3c rating. Due to the high point score required for discharge for yeomen, I'd like to make PO3c in another rate. I easily could qualify for PhoM3c, but our ship's allowance does not call for any PhoM ratings. Is there any way I could make PhoM3c on this ship and then be transferred to another activity?—R. C. T., S1c, USNR.

- If discharge is your major concern, you will be interested to know that Alnav 131-46 (NDB, 15 March), by point scores for ratings now having higher requirements will be brought in line with scores for general enlisted personnel by 2 June. To change your rate (or designator) it first would be necessary to get BuPers approval to remove the designator. You could be approved for another rating only if a billet were open at your present activity. In general, changes of rating are authorized to meet the needs of the Navy.—Ed.

## Good Conduct Medal

SIR: I was called to active duty in the Naval Reserve on 21 April 1941. On 17 January 1942 I transferred to USN and now have five years of active duty with 4.0 conduct marks. If I am entitled to a Good Conduct Medal, how do I go about getting one?—R. P., CSK, USNR.

- If your record shows you are qualified, BuPers Circ. Ltr. 346-45 (NDB, 30 November) provides that your skipper may authorize you to wear the ribbon and recommend you to BuPers to be awarded the medal. Later, when the medals are issued again, you may apply to BuPers and your service record will establish your right to receive one.—Ed.



## Surrender Ceremony

SIR: Protocol must have taken a beating, according to a story in ALL HANDS, December 1945, p. 35, detailing the great amount of perspiration expended to obtain the score of the "Internationale" for the Japanese surrender ceremonies aboard the USS Missouri.

The efforts were highly commendable, to be sure. But about a year ago didn't the Soviet Union adopt a national anthem called something like "Soviet Motherland?"—L. G., FIC, USNR.

• Not only protocol but many of the ceremony arrangements were dumped over the side when the surrender actually got underway, we have learned from officers serving aboard the Missouri on VJ Day. Since the envoys of the participating nations arrived aboard in large groups without respect to nationality, plans to play national anthems, display ensigns and other recognitions were scuttled.

You are right about the "Internationale". In 1944 "The New Hymn of the Soviet Union" was adopted as the Russian national anthem.—ED.

## Educational Benefits

SIR: None of the discussions I have seen on the educational features of the G. I. Bill of Rights cover the problems of men interested in studying theology or other special fields.

For instance, a high school graduate who has had no previous Latin must take a year of prefreshman in a minor Catholic seminary before being eligible to start the four-year major seminary course.

Is there any way a theological student can obtain more schooling than the one year for each year of service we understand the G. I. Bill provides?—F. J. W., Y2c.

• Veterans with 90 or more days service who complete their first year of schooling under the G. I. Bill to the satisfaction of Veterans' Administration can count their free education benefits on a month-for-month basis. Four years' service (the maximum) would provide 48 months of training—more than five nine-month school years in high school, college, seminary or an approved institution of any other type, or combination of institutions. (See ALL HANDS, February 1946, for recent revisions in G.I. education benefits.)—ED.

## Not Eligible for Advancement

SIR: Having been Y1c for 18 months, I theoretically am entitled to go up for CY. However, I have been hospitalized for more than a year and eventually will be surveyed out of the Navy with a service-connected disability. Is there any way in which I may be advanced in rating?—W. J. H., Y1c, USNR.

• No. Personnel on temporary duty (including patient status at hospitals) or attending schools under instruction are not eligible for advancement in rating even though they meet the specified proficiency, conduct and time in rating requirements.—ED.

## Souvenir Books

In this section ALL HANDS each month will print notices from ships and stations which are publishing souvenir books or "war records" and wish to advise personnel formerly attached. Distribution must be handled by and through Ship's Store or Ships Service Store (See ALL HANDS, November 1945, p. 37). Publicity in this section should not be requested until production of publication actually is underway.

Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, ALL HANDS), and should include approximate publication date, address of ship or station, price per copy and whether money is required with order. Men who see these notices are asked to pass the word to former shipmates who will be interested.

• North Carolina (BB55). Address Welfare Officer, USS North Carolina (BB55), c/o PPO, New York. One dollar per copy, postpaid.

• San Francisco (CA38). Address (and make checks and money orders payable to) Welfare Officer, USS San Francisco (CA38), c/o PPO, New York. One copy allocated to each person serving aboard as of 1 Sept 1945; additional copies reserved upon remittance of \$3.75 each.



Photograph from Press Association, Inc.

HASH MARKS on uniform were questioned

## Naval Aid Auxiliary Workers

SIR: Will you satisfy our curiosity as to the uniform worn by the young lady on the right in the picture in ALL HANDS January 1946 p. 42?—NAS Armory Crew.

SIR: . . . Some say she's a Wac; I think she's a Wave because she wears a crown. But how come the three hashmarks?—M. H., S1c, USN.

SIR: . . . The girl on the right appears to be wearing a first class Navy rating badge (rate unknown) and THREE HASHMARKS. We'd like to know—if she's a Wave—how she rates the stripes.—Three UDT Boats.

• Relax, mates. The gals are Naval Aid Auxiliary canteen workers, with long and faithful service in making Navy men feel at home in Los Angeles. Obscure in the cut, the badge has SK keys superimposed on a red cross.—ED.

## Paid for Last Day

SIR: If a man were discharged on the first day of the month, what pay and allowances would he be entitled to?—S.W.A., SoM2c, USNR.

• Since Navy pay is figured by the day, he would receive pay to and including the day of discharge (honorable or under honorable conditions). Quarters allowance (in his own right or for dependents) would be on the same basis, as would subsistence or commuted ration. Family allowance would be paid for the entire month and the full \$22 deduction made from the dischargee's account. Should it be the first day of January, April, July or October, the full quarterly clothing allowance would be credited to the enlisted man's account. Officers collect full pay and allowances through last day of their terminal leave on a daily pay basis.—ED.

## Indoctrinational Trips

SIR: With reference to BuPers Circ. Ltr. 116-45 (NDB, January-June 1945), are indoctrinational trips 50 to 75 miles outside the three mile limit to be considered as qualifying for the \$100 extra mustering out pay for service "outside the continental limits of the U. S."?—H. W. F., Sp(C)1c, USNR.

• Indoctrinational trips outside the three mile limit will qualify providing they are a regularly prescribed part of the indoctrinal course. Personnel who voluntarily go on trips beyond the three mile limit for their own pleasure or benefit will not be eligible. When SepOen disbursing officers feel records available are not conclusive basis for payment, individual claims may be filed with BuPers. Each case is considered on its own merits and statements not supported by records are checked with COs under whose command the trips are claimed to have been made.—ED.

## Pre-Natal Care

SIR: My wife, being pregnant, has been under the care of a Navy doctor at this station. However, the station is being inactivated. Since I am being left here as caretaker, it will be necessary to retain the services of a civilian doctor and to use civilian hospital facilities. Is there any way I may be reimbursed for the medical and hospital expenses?—B.L.G., SK2c, USN.

• As a PO2c you are not entitled to Emergency Medical and Infant Care provided by the government for wives and infants of servicemen in the lowest four pay grades. Neither can the Navy assume the expense of medical or hospital care by civilian doctors or hospitals or those of any branch of the government except the Navy. Location of the nearest Navy medical unit with facilities for dependents and procedure for using it may be obtained from ALL HANDS (June 1945 p. 30) or by writing the commandant of your naval district.—ED.

## Home of Record Change

SIR: I enlisted in the Navy in New York when my father was serving there as a naval officer. He has since retired and my family now makes its home in California. Since I expect to become eligible for demobilization while on the east coast, may I change my home of record so I will not be forced to pay my own transportation across the country to my present home?—J. E. B., S2c, USNR.

• "Home of record" has no bearing on discharge travel allowance. Art. 2503-10 of Navy Travel Instructions provides that enlisted Reserve personnel will be allowed five cents per mile for all land travel only from the place of separation from active duty to the place orders to active duty were addressed (or to place of acceptance for enlistment if enlisted for immediate active duty). Personnel entering service by induction are allowed mileage to the location of the Selective Service board to which they reported for delivery to the induction station.—ED.

## Fifth Fleet Flagship

SIR: In the story on the McVay trial in ALL HANDS, January 1946, p. 42, the last paragraph reads: "The Indianapolis, traditional flagship of the Third Fleet. . . ." I believe you must have meant the Fifth Fleet. As a member of the Fifth Fleet flag allowance for many months, I am sure the Third Fleet flag never sailed on the Indianapolis.—J.L.N., CY, USN.

• Fifth Fleet is right. Although the two fleets were interchanged considerably, Admiral Spruance usually used the Indianapolis as flagship for the Fifth Fleet, while Admiral Halsey, Com3dFlt, preferred the New Jersey.—ED.

## Offers Eye to Shipmate

SIR: The case of W. P. Bingham, SC2c, who at present is receiving treatment at Charleston Navy Hospital for a severe eye infection, interests me. The article (ALL HANDS January 1946, p. 45) stated that this man might lose his sight completely.

To my knowledge there have been many eyes saved by transplanting parts of another, non-diseased eye. I would be willing to risk an eye providing:

I could be reasonably assured this man would be able to see in at least one eye.

His misfortune is not due to misconduct.

I could remain in naval service and hold my present rate.

(1) Should Bingham lose his sight completely, could a part of one of my eyes be used to restore it? (2) Could I remain in naval service if I gave an eye for such a purpose?

I request that you investigate and advise me on this matter, further requesting that my identity be held confidential.—An enlisted man, USN.

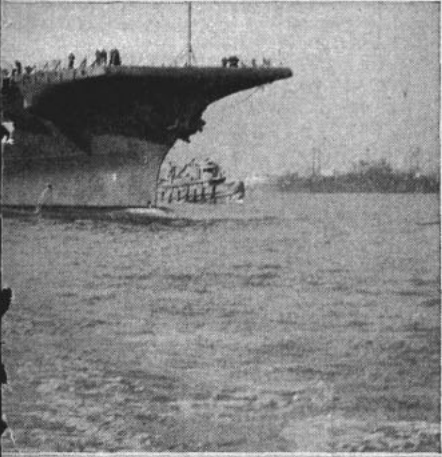
• (1) BuMed says a transplanted cornea—only type of eye graft now performed—would not correct Bingham's trouble. (2) Good eyes from living persons are not accepted for operations of this kind.—ED.



**THE QUEEN ARRIVES**—Out of plane and into jeep (upper left) at San Diego goes Emma Lou Wood, Indiana U. coed, selected "Queen of the Cape" by men of the escort carrier Cape Gloucester. Top right: USS Saratoga leaves San Francisco after being readied for atom bomb test. Lower left: Jet propelled P-80 uses rocket-assist units to cut takeoff length. Lower right: Sgt. H. A. Psihos, 3,000,000th returnee from Pacific, is congratulated on his return to U. S. by Capt. C. E. A. Spiegle, USNR, commanding officer of USS Olmsted.



# THE MONTH'S NEWS



## LARGEST PEACETIME NAVY BUDGET IN HISTORY IS SENT TO CONGRESS

PERIOD 21 FEBRUARY THROUGH 20 MARCH

### Original Estimates Cut

The largest peacetime Navy budget in U. S. history is in the hands of Congress. Sent to Capitol Hill last month by President Truman, the budget calls for naval appropriations for fiscal 1947 of 3 3/4 billion dollars. The 1947 figure would be increased, upon approval, by the transfer of 500 millions from the naval central procurement fund. New contract authority of 275 millions is provided for planes to be delivered in 1948.

Provision is included in the estimates for an expanded peacetime naval reserve, but the program for new ships and planes will be greatly curtailed. Construction at naval establishments is being reviewed, the White House said, to limit it to a minimum in order that manpower and materials can be applied toward relieving the national housing shortage.

Included in the recommendation is 227 millions for research and development work. This would allow the program to proceed at about its present level.

Fleet Admiral Chester W. Nimitz, Chief of Naval Operations, speaking before the House Naval Affairs Committee last month, said that the original estimates of the Navy Department as submitted to the Bureau of the Budget totaled \$6,325,000,000 for the fiscal year 1947. This was prepared on the basis, he said, of Postwar Plan One-A.

"As a result of the reduced appropriations expected to be available," Admiral Nimitz said, "it became necessary to prepare a new postwar plan." This plan, designated Postwar Plan Two, provides for a reduction, from Plan One-A, in total ships of 114. Plan Two calls for 965 ships in the postwar fleet, compared to 1,079 in Plan One-A. Plan Two provides for 291 active ships, compared to 319 in Plan One-A, 42 reserve ships

against 73, and 632 inactive vessels against 687. Plan Two would reduce battleships by two, heavy cruisers by eight, light cruisers by five, heavy aircraft carriers by one, destroyers by 13, DE's by 60, submarines by 13, in comparison with Plan One-A.

Admiral Nimitz said the Navy had asked \$1,056,000,000 to complete ships under construction. "The budget submitted to the Congress includes only \$300,000,000 for sharply curtailed ship construction," he said. He said that \$2,885,000,000 had been asked for maintenance and operation, research, training, procurement of aircraft, and the "myriad of other items necessary to maintain an effective fighting force. The comparable figure submitted to the Congress is \$2,139,000,000, a reduction of 25 percent."

Despite the record peacetime size of the budget, virtually every unit of the naval establishment would take a sizable reduction, a consequence to the conversion from war to peace. In the following, the estimate for fiscal 1947 is given first, the 1946 appropriation second:

- BuShips, \$440,000,000 and \$2,790,000,000.
- BuPers, \$106,700,000 and \$199,071,057.
- Office of the Secretary, \$49,040,000 and \$57,915,000.
- BuOrd, \$242,000,000 and \$3,000,000,000.
- BuSandA, \$1,430,097,000 and \$8,302,459,800.
- BuMed, \$31,500,000 and \$120,000,000.
- BuDocks, \$132,389,000 and \$1,739,231,400.
- BuAer, \$595,000,000 and \$2,481,050,000.
- Marine Corps, \$353,241,000 and \$1,399,772,400.
- Increase and Replacement of Naval Vessels, \$300,000,000 and \$2,870,000,000.

### LAST MAY



Hitler reported dead as Germany surrendered under Admiral Doenitz. Fighting still raged against Jap. troops as Marines entered Naha on Okinawa

while suicide planes continued to harass our shipping. Rangoon and Foochow fell to the Allies.

### MAY 1946

SUN	MON	TUE	WED	THU	FRI	SAT
		1	2	3	4	
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

**New Assistant Secretary**

W. John Kenney was sworn in as Assistant Secretary of the Navy last month, replacing H. Struve Hensel (see p. 55). The oath of office was administered by Rear Admiral O. S. Colclough, USN, Judge Advocate General, in a ceremony at the Navy Department attended by Secretary of the Navy James Forrestal, Fleet Admiral Chester W. Nimitz, USN, and Fleet Admiral Ernest J. King, USN.

A graduate of Stanford University and Harvard Law School, Mr. Kenney practiced law in California until 1936 when he was called to Washington to establish and organize the Oil and Gas Unit of the Securities and Exchange Commission.

Coming to the Navy in January 1941, Mr. Kenney originally served as special assistant to the Undersecretary of the Navy. His other offices have included assistant chief of the Procurement Legal Division of the Undersecretary's Office, chairman of the Price Adjustment Board, general counsel, vice chief of the Office of Procurement and Material and deputy to the Assistant Secretary of the Navy. Earlier this year he represented the Secretary of the Navy at the International Air Conference in Bermuda.

**German Ships Divided**

The major part of Germany's merchant marine, which ranked fourth in prewar years, will be divided among the U. S., Great Britain and the Soviet Union through an agreement announced last month in Washington, London and Moscow.

The three shares comprising 1,189,600 gross registered tons, are worth more than \$80,000,000. About 500 ships are included in the transfer.

**New Hydrographer**

Rear Admiral George Sloan Bryan, USN (Ret) stepped down as Navy Hydrographer in February, relieved by Rear Admiral Robert Ogden Glover, USN, as new chief of the Hydrographic Office.

Admiral Bryan had been chief hydrographer since 1938 and was charged with production of charts vital to the Navy's operations during the war years. He received the Legion of Merit for outstanding service upon the citation of President Truman.



Rear Admiral Glover

Rear Admiral Bryan



Photograph from Press Association, Inc.

**AFTER 21 MONTHS** of active duty under his sister's name, Robert Endsley, 16, received his discharge as a minor. Robert used his sister Sammy Louise's birth certificate to enlist.

**Weakness Feared**

Growing concern over the present efficiency status of the American and British armed forces, each in the throes of demobilization, was voiced by top-notch Allied spokesmen during the past month.

General of the Army Dwight D. Eisenhower reported that the Army is at an extremely low ebb and it would require at least one year to return it to the prewar efficiency level. Meanwhile, British Prime Minister Attlee told the House of Commons that while Great Britain hopes to see a steady reduction of armaments throughout the world it proposes to keep more than a million men in the armed forces for at least a year because: "One cannot afford to take risks."

The prime minister's message coincided with Admiralty reports announcing that units of the British Home Fleet were on their way to Gibraltar for six weeks of maneuvers which will include battle exercises.

General Eisenhower reported on a country-wide inspection tour in which he said he found the greatest Army deficiency to be a lack of trained personnel in numerous branches requiring technical skills. He pointed out there are no divisions in the country trained and prepared for combat. Because of a shortage of trained ground crews only "meager numbers" of planes can be flown, he added.

"I should say that another year will be required to establish a framework for organized efficiency comparable to what we had in 1940," he said.

**Withdraws Nomination**

Almost two months after he was first nominated by President Truman to be Undersecretary of the Navy, Edwin W. Pauley himself requested the nomination be withdrawn. Mr. Pauley declared he had refuted "false charges" made against him but that in "the current hysteria" he did not feel he could serve either the Navy or the President as they deserved.

Thus ended the battle royal on Capitol Hill which had caused the resignation of Harold L. Ickes as Secretary of the Interior and drawn the nation's attention to debates which marked hearings before the Senate Naval Affairs Committee.

President Truman nominated Mr. Pauley on 18 Jan.

Mr. Pauley is head of an independent oil company, the Petrol Corp., and former treasurer of the Democratic National Committee.

Julius A. Krug, ex-War Production Board chief and for a short time a Reserve lieutenant commander on active duty has been nominated by President Truman to fill the vacancy left by Mr. Ickes as Secretary of Interior.

**Seeks to Regain Job**

The U. S. Attorney's office in New York has offered to help a Navy veteran compel his former employer to reinstate him in the position he held when he entered service.

Earle N. Bishopp, assistant U. S. Attorney, was assigned to handle the prosecution in behalf of Robert Wendell, Massapequa, L. I., who prior to entering the Navy was employed by the General Machine Parts Company, Bronx, as a salesman and maintenance engineer. The veteran also asks \$5,147 in wages lost since his discharge from the Navy on 7 Dec 1944.

**New Observatory Head**

Commodore J. Frederick Hellweg, USN (Ret), for the past 16 years superintendent of the U. S. Naval Observatory, Washington, D. C., has been relieved by Capt. Ralph S. Wentworth, USN.

Commodore Hellweg made numerous improvements in methods of time determination and dissemination and in nautical and air almanacs published by the observatory.

Commodore Hellweg, a native of Baltimore, was graduated from the Naval Academy in 1900. Capt. Wentworth, class of 1912, is a resident of Annapolis, Md. During the war he served as Com, NOB, Iceland, and as chief of staff to ComNavEu.



Commodore Hellweg

Capt. Wentworth



## Reserve Quotas Outlined

Proposed naval district quotas for training of the postwar Organized Reserve surface divisions were announced last month as the Navy prepared to go before Congress with its plans for a long-range Naval Reserve program.

This program includes 760 Organized Surface Reserve Divisions, with quotas assigned for each naval district determined by overall population, the number of former Navy men living in the district and training facilities available. Each division will be composed of approximately 13 officers and 200 enlisted men.

The proposed quotas are:

NAVAL DISTRICT	HEAD-QUARTERS	NUMBER OF DIVISIONS
1	Boston	45
3	New York	106
4	Philadelphia	60
5	Norfolk	28
Potomac River Naval Command		
6	Washington, D. C.	10
7	Charleston, S. C.	38
8	Miami	15
9	New Orleans	105
10	Great Lakes, Ill.	226
11	San Diego	47
12	San Francisco	53
13	Seattle	24
14	Pearl Harbor	3

District directors of Naval Reserve, under the commandants, will administer the activities of Reservists in their respective districts.

Proposals prepared for Congressional consideration envisioned:

- An Organized Reserve (sometimes called the Ready Reserve) of 200,000 highly-trained civilians, including an Organized Air Reserve of 6,100 Navy and Marine aviators, 2,800 ground officers and 18,800 enlisted Navy and Marine personnel.

- A Volunteer Reserve (or Standby Reserve) of about 800,000, including air personnel.

- Organized and Volunteer Reserve forces of the Marine Corps, the Organized Reserve to be composed of 1,108 officers, 68 warrant officers and 24,633 enlisted men, while the Volunteer Reserve will remain open until further notice to all Marines separated since the Japanese surrender.

- A Merchant Marine unit to be included on a voluntary basis in the Navy program.

Details of the Navy Reserve program were outlined in previous issues of ALL HANDS (November 1945, January, February and March 1946.) Marine Corps reserve plans were disclosed in ALL HANDS for March 1946.

## Tugs for Rescue Work

Three ocean-going tugs to be manned by War Shipping Administration crews have been allocated to the Navy Department by WSA for rescue service in the North Atlantic. The tugs and crews will help relieve a Navy shortage of rescue equipment and personnel. Of the three 194-foot tugs, one will be operated in the Azores, one will be stationed at Halifax, Nova Scotia, and the third will be held in reserve in New York to be used as needed by CinLant.

APRIL 1946

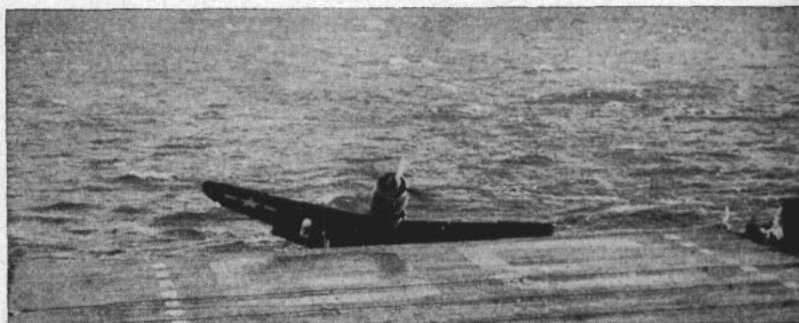
## AND THE PILOT WALKED AWAY

FREQUENT NIGHTMARE of Navy fliers is undershooting a pitching flight deck. This nightmare came true for a scout bomber pilot attempting to land on the USS *Shangri-La*. Coming in just short of the flight deck, the plane crashed into the fantail below the deck

level, bounced upward and finally settled on the deck. The pilot, alone in the plane, was uninjured. Notice at right, landing officer, on seeing the impending crash, has dived to safety quickly. Wheels of plane roll across the deck at left as the pilot remains seated in the cockpit.



FLAPS DOWN, plane comes into the "groove" low, about to stall out.



MISSING BOTH the deck and the drink, plane hits carrier's fantail.



FRONT PART of plane bucks onto deck as tail section falls into sea.



Official U. S. Navy photographs  
PILOT AND PLANE settle on deck. Wheel careens off deck at left.

### Admiral Wilkinson Drowned

Vice Admiral Theodore S. Wilkinson, USN, was drowned 21 February when an automobile he was driving plunged from a ferry into the Elizabeth River at Norfolk, Va.



Adm. Wilkinson

The body of Admiral Wilkinson was interred in Arlington National Cemetery with full military honors.

In the accident the admiral succeeded in saving his wife. Mrs.

Wilkinson recounted that the admiral had lost control of the automobile, with which he was unfamiliar, as he drove aboard the ferry. When he realized they were going over the bow of the ferry he jerked open the door and pushed her out. Mrs. Wilkinson was rescued by the ferry's crew.

Admiral Wilkinson, who won the Medal of Honor as an ensign commanding a landing party from the battleship *Florida* during the Vera Cruz, Mexico, campaign in April, 1914, later distinguished himself as an amphibious operations commander in the Pacific in World War II. His name was associated with operations at New Georgia, Vella Lavella, Treasury Island, Bougainville, Peleliu and Angaur in the Palaus, and Leyte and Lingayen Gulf in the Philippines. He held top-ranking posts during the war as deputy commander of the South Pacific Area and South Pacific Forces, com-



Official U.S. Navy Photograph

**LST BABY, Nadayo Yo Shiyama is shown with his mother shortly after his birth aboard the ship in Pacific.**

mander of Amphibious Forces in the South Pacific and commander of the Third Amphibious Force, Third Fleet. He closed a 40-year Navy career as a member of the Joint Strategic Survey Committee of the Joint Chiefs of Staff, a job he had started only a month prior to his death.

The admiral, 57 when he died, was Chief of Naval Intelligence at the time

of Pearl Harbor, and was one of the witnesses in the recent Congressional hearings on the disaster.

Rear Admiral James J. Fife, USN, a member of the General Board, has been assigned as Navy member of the Joint Strategic Survey Committee of the Joint Chiefs of Staff. He fills the vacancy left by the death of Admiral Wilkinson.

### Nadao is 'LST Baby'

LST1012 wasn't designed to handle maternity cases on the high seas—but she can do that, too, if necessary.

Nadao Yo Shiyama (six pounds, four ounces dripping wet) and his Korean mother Kaneko turned the tank deck into a maternity ward.

Healthy and round-faced, Nadao was born at sea while the *LST* was enroute to Kunsan, Korea, from Japan with Korean repatriates aboard. While his anxious father, Kakugan Yo Shiyama, stood by, Nadao was born with the assistance of a Korean doctor and midwife, and two Navy pharmacists mates, E. P. Raccio, PhMlc of Derby, Conn., and F. C. Flowers, PhM3c of Lake City, Fla.

Things were made "legal-like," too. Pharmacists mates and Marine Pvt. William Sim of Buffalo, N. Y., drafted and signed a birth certificate for the seagoing infant and the *1012's* commanding officer, Lt. Comdr. M. J. Flowers Jr. of Chattanooga, Tenn., signed on the last dotted line.

Most puzzled of ship's company was Storekeeper T. M. Dryden of La-Grange, Ill., who didn't know how to account for this new item. All he could say was, "It just isn't in the books."



Photograph from Press Association, Inc.

**WHITE HORSES** draw the flag-draped caisson bearing the body of Vice Admiral Theodore S. Wilkinson to a burial plot in Arlington National Cemetery. The admiral was drowned when his automobile ran off a Norfolk ferry.



## Navy Protests Russian Firing

A Navy Department protest has been filed with Moscow regarding the latest incident of Soviet aircraft firing bursts in the vicinity of a Navy seaplane. Late last month no reply had been received. Moscow had, however, replied to a protest on a similar incident occurring last fall.

On 20 February two Russian fighter planes overtook a Navy "Mariner" near Darien, Manchuria, and fired warning bursts for about 10 minutes. The American plane, which was not hit, returned to its base at Tsingtao, China. The incident took place after the pilot of the Mariner, contrary to orders, had gone inland from the coast. Darien was declared a free port open to the commerce and shipping of all nations under the terms of the Chinese-Russian treaty of last 14 August.

The Navy informed the Soviet Government that action of the Russian planes was unjustifiable in view of the friendly relations existing between the two countries.

Last 15 October a Mariner carrying out a routine flight passed within a mile of Port Arthur and turned south. About 25 miles at sea from Darien it was overtaken by a Russian fighter plane which made several passes, on at least one of which it opened fire.

The Navy protested this act, which took place beyond the three-mile limit over the open sea. The Soviet Navy replied that the defense of Port Arthur is a Russian responsibility and that the U. S. planes may not enter the boundaries of the naval base at Port Arthur and Darien, nor approach the coast within 12 miles of those places, without obtaining permission from the Soviet military command.

The Navy pointed out to the Russians that Moscow had not informed the U. S. previously of an intent to apply a 12-mile limit to Soviet-occupied territory, as distinguished from actual Soviet territory and that the Russian answer did not explain why an American plane had been fired upon when 25 miles at sea.

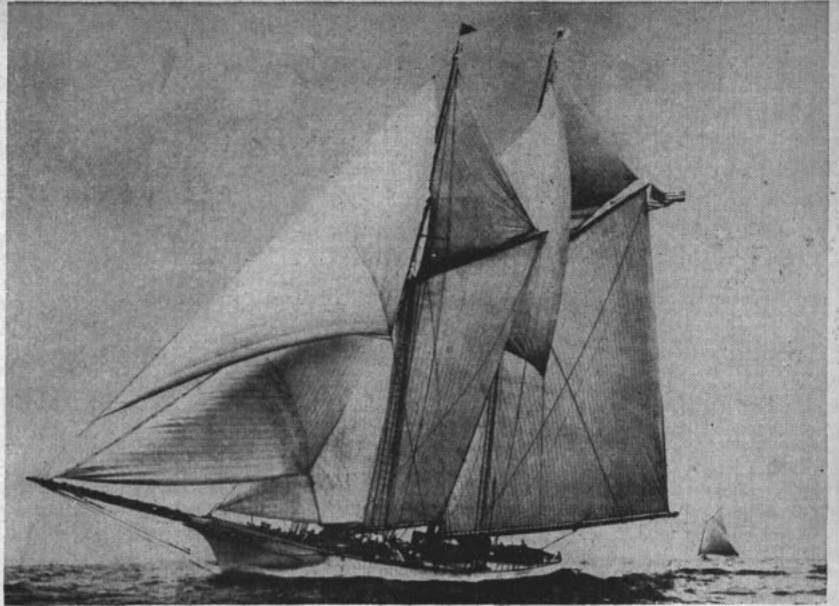
## Missouri to Mediterranean

The battleship *Missouri*, upon whose deck the Japanese signed surrender terms last 2 September, sailed from New York last month on a cruise to the Mediterranean. Her announced mission is to bear to Istanbul the body of the late Turkish ambassador, Mehmet Munir Ertugun.

The big ship steamed unescorted on her first trip across the Atlantic. Due at Gibraltar 31 March, the *Missouri* was to be joined there by the destroyer *Power* and pick up Admiral Henry K. Hewitt, USN, ComNavEu, whose flag she will fly while she is in Mediterranean waters. Capt. R. H. Hillenkoetter, USN, is in command of the ship.

Threading the troubled Dardanelles, the *Missouri* was to tie up 5 April at Istanbul on the Bosphorus. After a stay of three or four days, she will poke her big bow south and westward, heading toward the Atlantic. She is scheduled to leave Tangier, Spanish Morocco, at the western entrance to the Strait of Gibraltar, about 1 May.

APRIL 1946



Official U. S. Navy photograph

VETERAN OF A CENTURY of sailing and adventure, the USS America, the yacht that first won the America's Cup Race, is soon to be scrapped.

## AGE CONQUERS OLD NAVY YACHT

A CENTURY of yachting and naval history ends with the scrapping of USS *America* (IX41), now being dismantled at Annapolis Yacht Yard, Md. The old sailing ship, familiar to generations of midshipmen, had as colorful a career as many Navy hulls a hundred times her size.

The 87-foot, 146-ton *America* was built in New York in 1850 and the next year challenged all comers in an 80-mile race sponsored by the Royal Yacht Club of Cowes, England, in British waters. *America* led 18 contenders nearly the whole distance and came home with the club's silver cup, which later became known as the America's Cup. The cup, given to the New York Yacht Club on the agreement that it be a perpetual award, has become the most highly prized trophy in international yacht racing. The best efforts of Sir Thomas Lipton, among other contenders, have failed and the cup has remained in the U.S. since the *America* brought it home 95 years ago.

*America's* colorful career was just beginning when she won the Cowes race. In 1860 she was sold to a British gentleman who turned around and sold her to the Con-

federate Navy in 1861 for \$60,000. The Confederates renamed her *Memphis* and planned to refit her as a cruiser. She was blockaded in the St. John's River, Fla., however, and fell into Federal hands after the South scuttled her. In her first tour of duty with the U.S. Navy beginning in 1862 she was used in the Federal blockade of southern ports. Subsequently she became a school ship at the Naval Academy and was used to teach seamanship to prospective officers of the old Navy.

*America* retired to civilian life in 1873 and operated as a private yacht along the East coast until 1921 when she was offered as a gift to the Navy. The Navy, which cannot accept gifts, bought her for \$1 and sent her up the Severn River to her old Annapolis berth.

The *America* was largely uncared for during the stress of the war years and when hauled out of the water recently was found unseaworthy. Repairs would have so taxed the strained Navy budget it was decided to scrap her. On request of the superintendent of the Naval Academy a model will be built from parts of the old yacht to be retained on exhibit at the Academy.

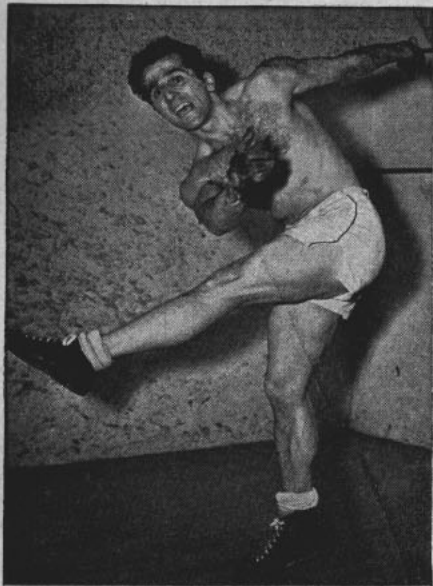
## Mysterious Ship Fires

A series of mysterious fires swept British ships during the past month, damaging both mercantile and naval vessels.

The world's largest ship, the liner *Queen Elizabeth*, was believed to be a victim of sabotage at Southampton and Cunard White-Star officials took extra precautions to guard her sister

ship, *Queen Mary*. Other large liners also are being guarded while in port.

The nine fires which broke out in 10 days caused damage to the 23,000-ton aircraft carrier *Victorious* and the 1,000-ton minesweeper *Steadfast*. Admiralty spokesmen said there were no suspicious circumstances surrounding these fires. Dockyard firemen and the crew of the *Victorious* fought the blaze in its boiler room for more than an hour as she lay at Devonport.



Photograph from Press Association, Inc.

**WINNING FORM** is displayed by Constantine Lewis, ex-Seabee, after taking National YMCA handball title.

**Six Lose Stripes**

Six Marine noncoms in the Pacific, who had circulated a petition protesting MarCorps discharge policy, were reduced to rank of private on recommendation of a board convened at Ewa, Oahu, T. H., it was announced in February. Disciplined were T/Sgt. Jason P. Sheaffer, Harrisburg, Pa.; Sgt. George M. Darcy, New York City; Sgt. Harry H. Cooley, New Orleans; Corp. William A. Hamilton, Indianapolis; Corp. Dale L. Hill, Wichita, Kan., and Corp. Walter S. Mullarkey, St. Louis, Mo.

The board found the Marines acted "in violation of Navy Regulations and other pertinent orders; that such action was taken without the knowledge or consent of their commanding officer; and that no previous effort to obtain the information desired had been made through official channels." The announcement said the six men "failed to display qualities of leadership, judgment, loyalty and fidelity."

Lieutenant General Roy S. Geiger, commander of the Pacific Fleet Marine Force, announced the disciplinary action.

**Report Nears Completion**

By 1 June the Joint Congressional Committee investigating Pearl Harbor expects to complete its report on why the U. S. was caught by surprise on 7 Dec. 1941.

This major task—assembling over 13,000 pages of testimony in a comprehensive report—follows a long series of hearings which ended in February. Senator Alben W. Barkley (D., Ky.), chairman, and other members of the 10-men committee heard 39 persons and took 69 volumes of testimony. Supplementing this evidence are reports of the Roberts Commission and two major and three minor Army and Navy reports.

Strong political controversy centered about the inquiry from its inception.

Chairman Barkley has informed members of the committee that written questions might be submitted to him for further submission to former Secretary of State Cordell Hull and former Secretary of War Henry L. Stimson. Written answers would be returned by the former Cabinet members, both of whom have been ill for some time. Mr. Stimson did not appear during the hearings and Mr. Hull testified for only brief periods.

**Vet's Employment Ruling**

In the first such case to reach a Federal appellate court, the U. S. Circuit Court of Appeals last month in New York reversed a lower court's finding and ruled that portion of the Selective Service Act which protects a veteran's re-employment rights does not entitle the veteran to displace a non-veteran of greater seniority.

Provisions of the Act interpreted by the Circuit Court were subdivisions (b) and (c) of Paragraph 8 which provide that a veteran who was permanently employed before induction is entitled to re-employment for one year provided he applies for re-employment within 90 days of discharge.

In the case in point, Abraham Fishgold, a veteran and a welder, brought suit against a Brooklyn firm charging the company had laid him off twice, favoring other welders with greater seniority. Fishgold had been rehired under terms of the Selective Service Act. Federal Judge Matthew T. Ab-



Photograph from Press Association, Inc.

**PRIZED NYLON**, under tests for use in "flak jackets" at Naval Research Laboratory, shown by Ruth Mulligan.

ruzzo of Brooklyn found in Fishgold's favor.

The Circuit Court reversed this verdict, stating in its majority opinion. ". . . it was not intended that the veterans should gain in seniority . . . a proposal would [not] have been accepted which gave industrial priority, regardless of their length of employment, to unmarried men—for the most part under 30—over men in the thirties, forties and fifties, who had wives and children dependent upon them."

**Finishing School for POWs**

A finishing school for German POWs is in operation by the Army at Fort Eustis, Va., the War Department announced. The school graduates a class of 2,000 every six days and is the POWs' final stop in the U. S. before they are shipped back to Germany.

The school is the culmination of the Army's efforts to reeducate German prisoners, and acts as a clincher for the POWs who showed the greatest promise in classes in democracy held in all prison camps during the past 18 months. The classes sought to counter the Nazi myth which had been implanted in German GI minds and replace it with an appreciation of practical democracy.

The Army reports the POWs became so interested they bought textbooks out of their earnings of 80 cents a day, organized additional classes on their own, published their own free newspapers, and eventually held free elections. As the program developed, the Army said, expressions of Nazi faith largely disappeared, while criticism of the Nazis and curiosity about U. S. democracy became common.

**TAKE IT EASY, PAL**

Fraternity men in the nation's colleges are saying: "Let's be pals" to brawny veterans about to become Greek brethren this year. It looks as though pledging a fraternity will be painless for ex-serVICEMEN.

Some houses have said the new era is all in the cause of patriotism. Others have been more frank. Take the case of Jim Watson of the University of California at Berkeley. As one of his new fraternity brothers said: "Look at our Jim. It would be a shame to paddle such a fine gentleman."

A look at "our Jim" shows a stout-ribbed 200-pounder who served in one of the Navy's underwater demolition units out Pacific way. It's understandable that 125-pound sophomores might take a dim view of attempts to apply a paddle to Jim's fantail. And of course they can always say their reluctance is due to patriotism. You can't paddle a man who risked his life for his country.





## Air Force Reorganized

General Carl A. Spaatz announced reorganization of the Army Air Forces, and at the same time said that "the Army Air Forces can discharge its responsibilities to the people of the United States most effectively if and only if it is granted full parity and co-equal status with the ground and naval services."

He stated that unless the Air Forces receives authority and funds with which to maintain a minimum establishment of 400,000 men it could not accomplish its mission of "insuring" the country against air attack.

The general held that "an adequate, alert air-force-in-being" was the best insurance against unannounced aerial attack. "It is extremely unlikely that the United States ever again will have time to prepare for war after war actually begins," he said. "The initial attack of World War II came without warning and from the air. Any future attack almost certainly will come from the air."

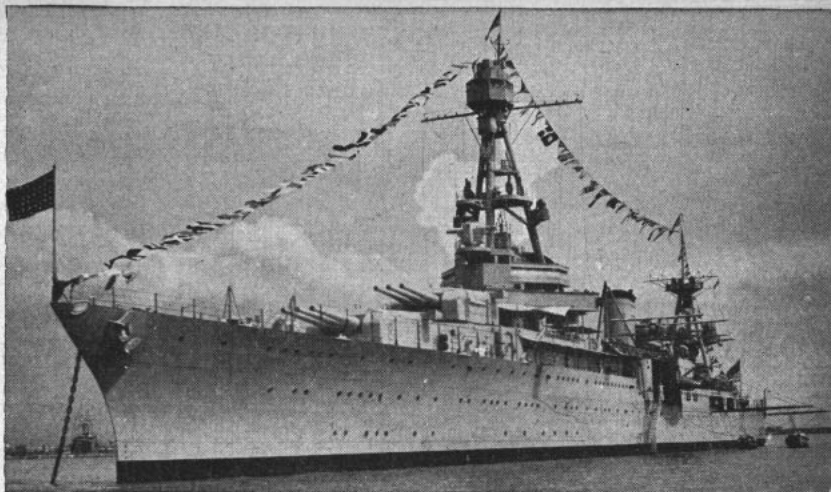
General Spaatz was named commanding general of the Army Air Forces in an order signed by General of the Army Dwight D. Eisenhower 28 February. He succeeded General of the Army Henry H. Arnold, who had expressed a desire to be relieved of active duty.

The AAF commander said that post-war plans would divide the Air Forces into three major combat commands: a Strategic Air Command, a Tactical Air Command, and an Air Defense Command. An Air Reserve and Air National Guard are also contemplated, capable of rapid expansion to war strength.

Five supporting commands are planned in addition to the combat organizations. They are (1) the Air Materiel Command, which will perform normal maintenance and supply functions as well as research and development; (2) the Training Command, which will provide all phases of individual training except the higher education carried on in the Air University and the unit training conducted in the three combat commands; (3) the Air Transport Command, which will provide the global systems, including military air transport, air signal communications, flight service, weather, rescue, flying safety, and aeronautical chart service; and (4) and (5) the Air University and the Air Force Proving Ground Command, two agencies whose functions will be "to crystallize and to disseminate the latest Air Force doctrine through training programs and through tactical experimentation."

## Speed Removal of Japs

To speed evacuation of Japanese from China, Manchuria and Formosa the Navy has loaned 100 surplus LSTs to Japan's shipping control administrator, Rear Admiral C. B. Momsen, USN, for operation by Jap crews under strict U. S. control. The Army is co-operating in the plan by making available 100 Liberty ships. The War Department declared use of the ships would not hinder homeward-bound U. S. troop movements.



Official U. S. Navy photograph  
U.S.S. AUGUSTA, in pre-war photo, illustrates a properly "dressed" ship.

## 'DRESS SHIP' CEREMONY REVIVED

During the war our Navy was a fighting fleet and many of its customs and courtesies temporarily were given the deep six. However, Washington's birthday 1946 was celebrated in true Navy style when by direction of Alnav 86 the age old ceremony of "dressing ship" was revived.

Origin of dressing ship is lost in the obscurity of history. However, it is considered by many to be a survival of the multi-colored streamers and pennants with which Henry VIII decked out his ships.

On special occasions, such as national holidays or as a compliment to a foreign nation or distinguished personage, ships of the Navy at anchor are dressed or full dressed from morning to evening colors. Washington's birthday, Navy Day, and foreign holidays when ships are in foreign waters are examples of such times. When these days occur on Sundays, the ceremony is postponed until the following day.

When dressing ship national ensigns are hoisted at each masthead. If the dressing is complimentary to another nation, its standard is

hoisted at the mainmast and the U. S. flag is hoisted at the foremast. The exception to the rule is in the case of a flagship with more than one mast when the personal flag flying at the main is shifted to the fore. However, in the case of a single masted flagship the personal flag is displayed at the masthead, alongside and to port of the ensign.

Special flags such as guard flags are dipped clear of an ensign or personal flag flown at the fore. If the masts are of the same height, the national ensigns are the same size.

In addition to dressing of the mastheads, when the masting of a ship permits, a rainbow of flags is arranged reaching from the foot of the jackstaff to the foot of the flagstaff by way of the mastheads. Peculiarly masted vessels try to make the most artistic display and to modify as little as possible the rainbow effect. Flags are stopped on the line 12 inches apart. The order of flags and pennants is as prescribed in the appendix to "Flags of the United States and other Countries" (H. O. 89).

## China to Get U. S. Ships

The House of Representatives last month approved legislation authorizing lease or donation to China of 271 small U.S. naval vessels. Its action has been interpreted as the first major extension by Congress of the defunct lend-lease program.

Chairman Vinson of the Naval Affairs Committee said that under the terms of the bill, the following ships would be available for transfer: 6 buoy and light tenders; 24 mine sweepers; 193 landing craft; 6 destroyer escorts; 6 motor gunboats; 28 submarine chasers; 3 oilers; 1 surveying ship; 2 repair ships and 2 floating drydocks.

Under the bill, which now goes to the Senate, the President may make an outright gift of these ships and

may provide the Chinese Central Government with an American naval advisory mission comprised of not more than 100 officers and 200 enlisted personnel. An approved amendment to the bill enables SecNav to authorize higher pay allowances to this technical mission for them to meet increased living costs.

Most of the ships under the bill are landing craft, and it is expected that China's first reciprocal gesture would be to take over the job of repatriating Japanese prisoners of war.

Chairman Vinson told the House that it was to U.S. interest to give China the ships and said: "We have more than 5,000 of them lying around which we will have to junk anyway because we aren't going to provide funds to maintain them."

Male Call



AFTER COMPLETING 180 'missions' in weekly American service papers and periodicals throughout the world, Miss Lace, destroyer-hulled heroine of Milton Caniff's syndicated comic strip, 'Male Call,' has been placed in 'mothballs.'

'Miss Lace' Goes to SepCen

Milton Caniff's war baby, Miss Lace, left a farewell note to her GI generals and admirals last month. "My mission has been accomplished," she said. "I've gone back where I came from—I'll be there if you ever need me again. So long! Love, Lace."

With these words, the sexy siren of Army, Navy and Marine Corps comics ended her 180-week tour of duty with service men all over the world. More than 3,000 service newspapers had made her black, low-cut evening dress as familiar as a pair of GI shoes or Navy dungarees. And her India-ink sire, Milton Caniff, had made her lively line of patter as authentic as a doggie, swab jockey or gyrene could want. If Sad Sack represented the GI's frustrated civilian desires, Miss Lace was his libido personified.

Caniff refused to accept payment for "Male Call." He also refused all royalties accruing from an entire book of Miss Lace strips published by a civilian firm, preferring to turn over the book's proceeds to the Army Emergency Relief Fund. "Male Call" was distributed by the Army's Camp Newspaper Service.

The 39-year-old artist was kept from military service by a childhood leg injury but determined to make his war contribution in some other way. In addition to "Male Call," Caniff drew training aids for the Army, and illustrated the War Department's "Pocket Guide to China." His sketches were auctioned off at war bond rallies, and brought tremendous prices. Since the war's end, he has been doing the rounds of military hospitals, sketching for wounded veterans.

Sees Son in Movie First

Gene Abubums, Sic, saw his three-month-old son, William Michael, steal top billing from a couple of Hollywood stars when he went to the movies one night last month. Along with 5,000 other service men stationed at Guam, Abubums turned up at the theater to see the world premiere of "A Sailor in Heart," starring George Sanders and Carole Landis.

Baby Abubums, who appears at the beginning of the picture for about 30

seconds, got the biggest hand as his dad saw him for the first time. The island PIO arranged the father-son film introduction. Learning of the baby's part in the movie (representing George Sanders as an infant), PIO got in touch with Paramount before it was released and arranged for the Guam premiere.

Brigadier General Leo D. Hermle, USMC, island commander, attended the showing along with other officers of the Navy and Marine Corps. William Michael's dad, however, was king for the night. And until he sees the family movie star this month, when he expects to return home, Abubums will have to be satisfied with that 30-second glimpse of his son.

Special Devices Unit Moves

The Navy Special Devices Division, which in its wartime headquarters in a former Washington, D. C., garage developed training and operational devices credited with saving many lives during the war, has been transferred to Sands Point, Long Island.

In buildings formerly occupied by the Institute of Aeronautical Science, near Port Washington on the north shore of Long Island, the division will continue its research under the direction of Capt. D. L. Hibbard, USNR, with 300 military and civilian personnel on the staff. Special devices is part of the Navy's Office of Research and Inventions, headed by Rear Admiral H. G. Bowen, USN.

First Honorary Member

President Truman became the first honorary member of Reserve Officers of the Naval Service at a ceremony in the White House last month. He received his membership from George S. Piper of New York, president of RONS, who served during World War II as a Navy captain, aide to Ralph A. Bard, then UnderSecNav.

RONS announced last month that a former Navy Reserve lieutenant commander, Minor Hudson, Washington attorney, has been named executive director. Mr. Hudson succeeds Comdr. B. J. Darneille, USNR, of Washington, who had served as interim executive director. Commander Darneille was one of the founders of RONS, and has seen the organization grow from 20 members to about 6,000 at present.

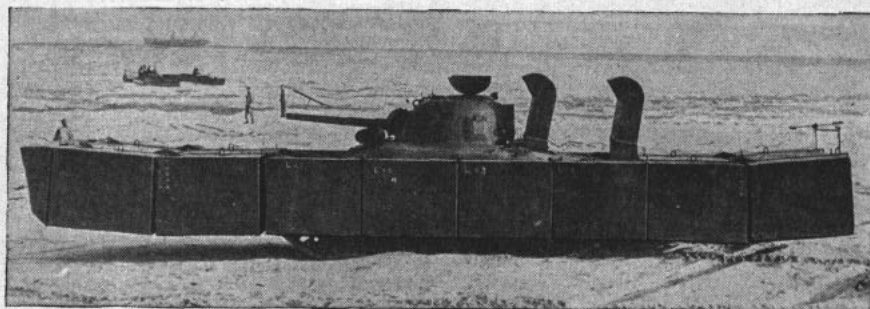
RONS is an organization of Navy Reserve officers on active or inactive duty.

Marines to be UNO Guards

Marines in dress blues—something you seldom saw during the war—will serve as guards for the Security Council meetings during UNO sessions at Hunter College, N. Y.

The 75-man detail, commanded by Maj. Jonas M. Platt, has been selected from the complement at Camp LeJeune.

In providing the guard, the Marine Corps follows a precedent established by the British Government at UNO's London sessions when 140 Royal Marines were assigned as guards.



Acme photo  
STEEL PONTOONS were used on 30-ton tanks to permit them to 'swim ashore' after being launched from a ship. Pontoons are filled with rubber sponge to stop small arms fire. They were first used in the Okinawa campaign.



## 'Iceberg Carrier' Project

We may have been short on a lot of things during the early days of World War II, but not on ideas.

Now comes revelation via headquarters of the Combined Chiefs of Staff that British, American and Canadian governments in 1942 and 1943 seriously toyed with plans for constructing a 2,000,000-ton aircraft carrier made from, of all things, ice.

This gigantic floating icebox was to have been our answer to the German U-boat menace. Termed the "Habbakuk Project" it was to be 2,000 feet long, 300 feet wide and 200 feet deep. Propelled by electric motors attached to an outer skin, the iceberg carrier was expected to make a few knots. The cost: approximately \$70,000,000. Its only armament would have been batteries of anti-aircraft guns.

Chief advantage of the ss *Habbakuk* was its predicted ability to withstand torpedo attack. A fish exploding against its huge walls would have dug only a three-foot crater, it was estimated.

The project proceeded to the model building stage in the winter of 1943. A 1,000-ton model 60 feet long, 30 feet wide and 20 feet deep was built at Patricia Lake, Jasper, Canada.

But the technical headaches were many and the easing of enemy submarine activities led the Allies to give up the idea in December 1943.

The idea was originated by the British in September 1942, who visualized the carrier as an invulnerable floating air base to combat enemy submarines and afford air cover for landings on the European coast.

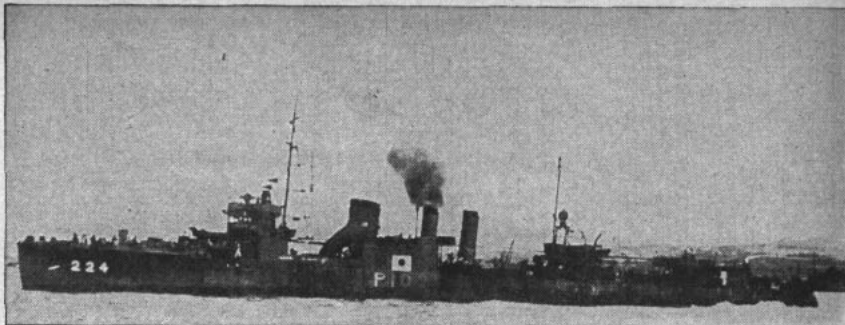
The carrier was designed for the cold waters of the North Atlantic but was to have been provided with self-contained refrigeration machinery to keep from melting away should warm water duty become necessary.

Engineers realized that ordinary ice was too brittle so they invented a substance called "pykrete." It was simply ice re-inforced by wood pulp. From 4 to 14 per cent of wood pulp was mixed with ice. This process turned the ice into what they claimed was a tough plastic solid which could be cut and worked like wood. An ordinary small-arms bullet bounced off the ice-wood mixture. Pykrete also slowed down the melting process. As for the *Habbakuk's* seaworthiness, it was estimated capable of resisting waves 1000 feet long and 50 feet high.

Refrigerating engines were to be installed in a central hold which was to circulate cold air through sheet iron pipes placed within an insulating skin.

**At a Demonstration** of the new ice and wood-pulp mixture a scientist fired two shots at sample slabs of ice to prove their toughness. One of the bullets grazed the knee of Fleet Admiral Ernest J. King, USN. The former CNO was present as a spectator.

Admiral King commented: "It was the closest I ever came to being shot . . . This long-haired scientist—it wasn't on the schedule—just pulled a gun out and fired twice at these samples."



Official U. S. Navy photograph

**AFTER SERVICE** with the Japs, the USS DD 224 returned to San Francisco, under tow, after completing round-the-world tour started in 1921.

## UNDER TWO FLAGS: THE STEWART

She served the U. S. Navy for 21 years—only to be captured by the Japanese and used against us in World War II.

She started around the world in 1921—and completed the circuit only last month.

Her name belongs to another ship—but she got her hull numbers back at least, and once again flies a U. S. commission pennant.

That's the story of the former USS *Stewart*, the 1,000-ton, four-pipe DD 224 (not to be confused with USS *Stewart*, DE 238, which now bears her name). The "RAMP 224" as her crew calls her, the letters designate "recovered allied military personnel," reached San Francisco last month in tow. She'll be on exhibit for awhile and then will be scrapped.

The old *Stewart* was built in Philadelphia in 1920 and joined the Asiatic Fleet via Suez the next year. She stayed there until World War II, then saw duty with such famous old fighters as the *Marblehead* during the discouraging days of early 1942. Damaged in a night attack on Jap shipping in Bandoeng Strait, Dutch East Indies, she went into drydock at Surabaya. The dock was not equipped for the four-pipe hull, the ship slipped off her keel-blocks and crashed over on her side. Demolition charges and a Jap bomb, plus scuttling of the dry dock finished her off—or so it was thought. Surabaya fell to the Japs.

Then reports began coming in from far-ranging U. S. patrol fliers who said they'd spotted an American ship deep in Jap-held waters. It was the old *Stewart* doing a tour of duty for the Mikado. Her two forward stacks had been combined into one raking funnel and a tripod replaced the former pole foremast. But it takes more than that to disguise four-piper lines.

It's doubtful the Japs got much use out of the *Stewart*. She'd been used to U. S. Navy pampering and couldn't take the neglect the Japs dished out, perhaps as a matter of habit or possibly because they just didn't understand four-pipers. At any rate she was in sorry shape when we found her in Kure Naval Base. An American prize crew of 60 men and three officers went aboard to bring her home and a recommissioning ceremony at Hiro Wan 29 Oct 1945 was conducted by Vice Admiral J. B. Oldendorf, USN, ComBatRon1. She headed for Guam under her own power but 45 months of Jap misuse began to tell. The fuel pumps gave out and refused repair, so she was taken in tow by USS *Wesson* (DE 184) 50 miles short of Guam. She rode the end of a tow line into San Francisco.

Her executive officer on the long voyage home was Lt. (jg) G. T. Burns, USN, who was a first class machinist's mate aboard the *Stewart* when she was abandoned at Surabaya.

## Renews Food Pledge

Secretary Forrestal has renewed the Navy's pledge to conserve food and eliminate waste as its contribution to the newly organized Famine Emergency Committee. "The U. S. Navy," he said, "gladly joins in the vitally important work . . . and will do all in its power to increase the supply of food for the relief of starving populations abroad."

"Throughout the war," Mr. Forrestal noted, "the Navy has been conscious of the necessity of food conservation measures." He also called at-

tention to Alnav 71-46 (NDB, 15 February) which directed activities to conserve flour and reduce waste to the minimum, and asked each individual in the Navy to renew his personal effort.

Alnav 121-46 (NDB, 15 March) re-emphasized the Navy's part in conservation of foodstuffs, particularly wheat supplies, and directed: "All ships and stations will institute such conservation measures as are necessary to the end that waste is reduced to the minimum and the most effective use is made of available foodstuffs."



Official U. S. Navy photograph

**AMERICAN SAILORS** exchange U.S. money for Chinese money at Navy's Enlisted Men's Club in Shanghai. A U.S. dollar brought 1,410 Chinese dollars.

**Radar vs V-2 Bomb**

Use of radar to combat atomic bombardment may become possible in the future. Experiments will begin this summer when the Army Air Forces employs radar techniques to detect and later, perhaps, to intercept German V-2 rockets.

Captured de-activated rockets will be fired at the White Sands Proving Grounds in New Mexico. Efforts will be made to track the 3,000-mile-per-hour missiles by radar. If tracking is successful it will then be possible to devise some means of intercepting the V-2's in mid-air, probably by "counterattack" rockets, AAF experts pointed out.

Since enemy rockets of the future might carry atomic war-heads, importance of such counterattack rockets in reducing the atom threat is plainly evident.

"A means must be found to defend our country against a sudden enemy rocket attack and this must be done as quickly as possible," according to Brigadier General William L. Richardson, USA, chief of the Guided Missiles Division, Air Staff-3.

"The Air Force has been working on rocket defense since the first German V-2 landed accidentally in Sweden back in the autumn of 1943," he explained.

**Oil Shortage Studied**

Problems of a Navy facing a fuel oil shortage were placed before the oil industry in a conference in the Navy Department last month. No final solution of the shortage was found but industry spokesmen indicated some relief might be obtained by an easing of price ceilings.

Chester Bowles, director of economic stabilization, said later that petroleum price ceilings might be lifted within six months, and that the oil industry

with its plentiful production did not need price ceilings as do industries which cannot produce enough to supply demand.

The Navy fuel oil (and diesel oil) shortage developed when postwar military requirements turned out unexpectedly high, due primarily to extensive Magic Carpet operations. The oil industry had cut deliveries of Navy special fuel 33 per cent below the wartime level, to concentrate on production of gasoline and other more highly refined fuels for the postwar civilian market.

The Navy's problem was stated to the industry by John L. Sullivan, assistant secretary of the Navy for air, who declared Navy fuel oil reserves neared exhaustion as the Navy was forced to draw upon them to make up the deficit in supply from the industry. Mr. Sullivan pointed out that in January when Navy operations required 276,000 barrels per day, the Navy received from the oil industry only 203,000 per day, a deficit of about 73,000 which had to be made up from Navy stocks on hand. A similar situation in February reduced Navy inventory further to a point where, Mr. Sullivan said, "Unless remedial action is forthcoming within 30 days, our stocks will not merely be below the minimum safety level for national security—they will be approaching exhaustion."

**Heads Academy**

Commodore Richard R. McNulty, USNR, has been appointed superintendent of the U. S. Merchant Marine Academy, Kings Point, N. Y., the War Shipping Administration announced. Commodore McNulty succeeds Rear Admiral Giles C. Stedman, USNR, who resigned at his own request to re-enter private industry after four years as superintendent. The change in command became effective 31 March.

**Says Vets Not Idle**

The veteran has not been loafing on his readjustment allowance, according to Ray R. Adams, director of the Veterans' Administration Readjustment Service.

Although about one in every four of the 10,610,000 servicemen discharged by the middle of last month had enrolled for what amounts to unemployment compensation, the average individual has drawn his allowance for only five to six weeks. Of 2,500,000 who drew benefits, less than half are currently enrolled and about half a million who enrolled withdrew their claims before getting their first checks.

Of a total of 1,131,394 veterans claiming compensation at the end of February, only about 10,000 had exhausted their benefits, Mr. Adams said.

In addition to refuting the charges that veterans are deliberately remaining idle in order to "ride the rolls," Mr. Adams predicted that by mid-April a "leveling off" of claims would be reached.

Through 23 February, \$288,004,667 was paid to unemployed veterans in the GI Bill of Rights allowances. An additional \$4,484,307 was paid to self-employed veterans during January.

**Compasses, Sextants on Sale**

Marine compasses and Navy sextants valued at \$241,000 have been declared surplus by the Navy and now are for sale, the United States Maritime Commission announced. Further information is available from the Materials Disposal Section, Contract Settlement and Surplus Materials Division, U. S. Maritime Commission, Washington 25, D. C.

**Training Groups to Aid Vets**

Veterans may receive continuous on-the-job training under the GI Bill of Rights through state-approved labor-management committees, the Veterans' Administration announced. Local committees representing labor and management, when approved by the states, will be recognized by VA as educational and training agencies and will be responsible for placing veterans in approved courses of apprentice training.

Further responsibilities of the committees include:

- Acceptance of the applicant for apprenticeship training;
- Determination of establishments in which training is to be provided;
- Arranging for the placement of the applicant in the chosen establishment;
- Assurance that the establishment is providing a standard course of training.

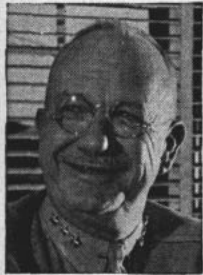
Periodic checks will be made by VA training officers to see that the veteran is pursuing a prescribed course and that adequate progress is made. Monthly reports will be made by the trainer-employer of wages paid to the veteran and this amount will be adjusted by VA so that the veteran will receive the full payment for which he is eligible under the GI Bill, as long as it does not exceed the maximum wage prescribed by the union for an apprentice in that trade.



## General Smith to Retire

The Marine Corps loses one of its most colorful fighting men 1 May when Lieutenant General Holland M. Smith retires upon his own application after 40 years of service. He will be 64 on 20 April.

Dubbed "Howlin' Mad" Smith by men of the Corps in tribute to his gallant combatant spirit, the general earned his reputation for truculence



General Smith

and effectiveness from the time he was first assigned to the central Pacific combat corps command. From Kwajalein all the hard-fought way to Iwo Jima he told his Marines, "Don't ever forget you are the best fighting man in the world." He

saw these words in action.

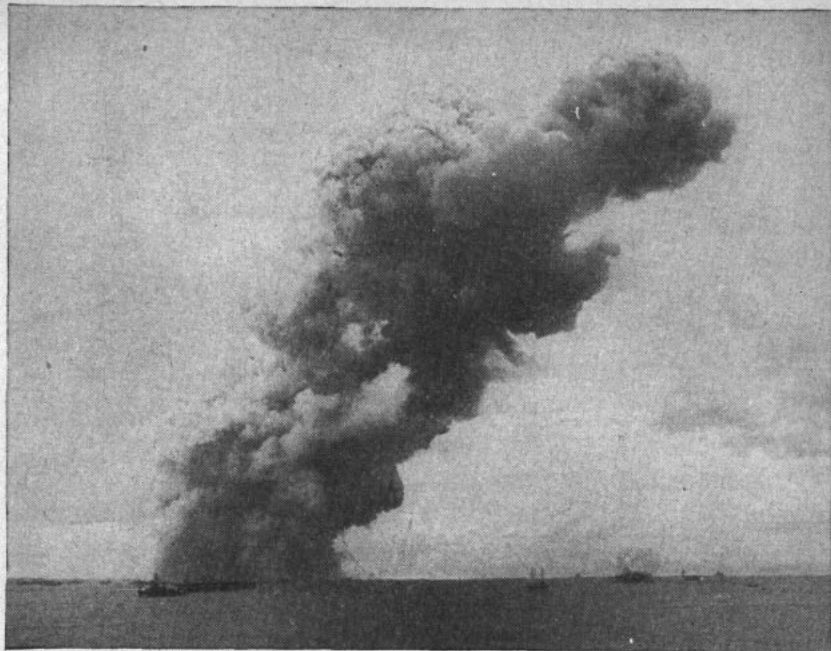
He had to train his men in the taking of the most highly fortified beaches. To accomplish this he also had to get them the best equipment builders could design and money buy. With boat builder Andrew Jackson Higgins, General Smith collaborated on plans for landing craft which could surmount the coral obstacles of the atolls. It was his original faith in the Roebbing "alligator" tractor which resulted in the eventual development of our present amphibious tank.

But it was in training the 5,000 men of the 1st Marine Brigade that General Smith first became known to a nation still not at war. Back in 1939, Marine Commandant Thomas Holcomb selected him to begin an amphibious training program for the brigade.

He took the brigade down to the Caribbean late in 1940 for over half a year of training in beachhead landings. When he went to war he assumed command of training green Army divisions. It was not long before he saw his pupils in action on Attu. He saw the 2d Marine and 27th Army Divisions prove their toughness in the Gilbert Islands, the 4th Marine and 7th Army Divisions in the Marshalls, and, as the war drew to its end, Marines at Okinawa and Iwo Jima also attested the worth of their training.

The general's career in the Corps began in 1905, when he was a young lawyer of 23 just two years out of the University of Alabama. He decided to give up law and try the military life. Army commissions were closed at that time and he was induced to try the Marine Corps. He saw duty at most of the old Pacific bases—Cavite, Manila, Shanghai—and by 1917 he was with the Marine contingents in France.

The late Secretary of the Navy Frank Knox presented the Distinguished Service Medal to General Smith. The official citation said: "By his capable performance of duty on both coasts of the United States, he laid the groundwork for amphibious training of practically all American units."



Official U. S. Navy photograph

**DESTRUCTION** of the Pacific Fleet ammunition ship USS Mount Hood by an explosion added 300 lives to nation's war toll. Eighteen men escaped.

## DON'T BOUNCE THAT SHELL, MAC

One night in July 1944 two ammunition ships, the *Quinault Victory* and the *E. A. Bryan*, exploded at the Navy ammunition depot at Port Chicago, Calif., not far from San Francisco. The blast left 320 men dead or missing, injured 350 and caused damage in excess of 12 million dollars.

On the morning of 10 Nov 1944, a party of 18 men left the ammunition ship *uss Mt. Hood* in Seadler Harbor, Admiralty Islands, to go ashore. A few minutes later the *Mt. Hood* exploded. The 18 men were the only members of the ship's complement to escape; 300 lives were lost.

Handle with care. Don't—repeat don't—be careless with live ammunition.

Primary cause of explosions is considered to be carelessness. The old saw, "Familiarity breeds contempt," bears application to ammunition handling.

Safety instructions issued to the Navy are compiled from the cumulative experience of years of research into properties of explosives and the safest procedures in handling them, plus long study of the causes and effects of explosions.

CNO has expressed concern over the increasing tendency on the part of naval personnel to use non-standard and improvised methods of disposing of unserviceable and deteriorated explosives and ammunition. BuOrd has issued these instructions

for the dumping of explosives, ammunition and chemicals:

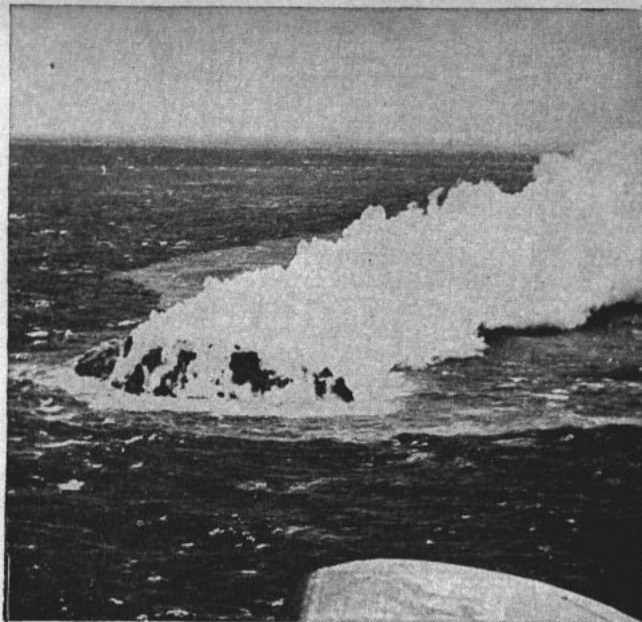
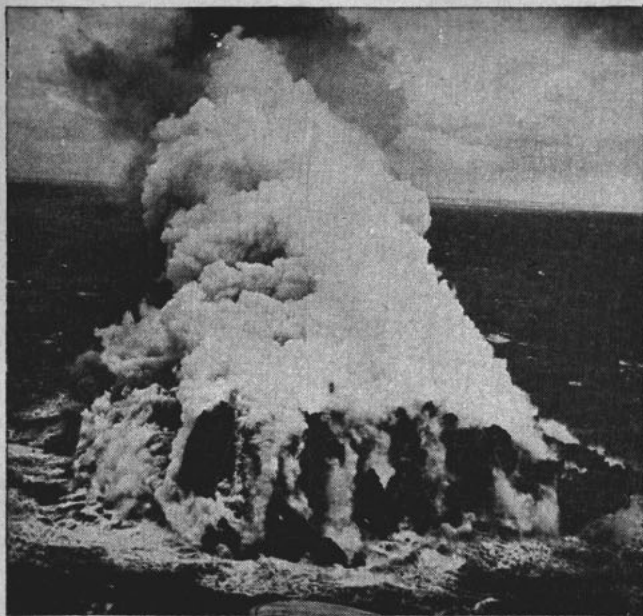
- For disposal of bulk explosives, ammunition and pyrotechnics—dump overboard in deep water over 500 fathoms deep and at least 10 miles from shore.

- For disposal of chemicals, exclusive of pyrotechnics—dump overboard in deep water over 1000 fathoms deep and at least 10 miles from shore.

The Navy urges care in ammunition handling as follows:

- If you are engaged in such disposal work, exercise constant care and vigilance to insure safety. More comprehensively, no matter what the job may be, whether it be some small detail of disposing of a few pounds of dynamite or loading a full ammunition cargo on board ship, stick to the established procedures for the job. Be alert at all times. Don't take unnecessary chances just in order to load an extra ton an hour. If a certain aspect of the job cannot be overcome by following the instructions, don't hesitate to ask for help or advice. Plan out your particular job carefully and try to anticipate problems which may arise. Don't improvise. BuOrd is the proper addressee on any request for assistance or technical advice in the solution of any problems you may encounter. Directives have been issued to inform all concerned accordingly.

- Above all, no matter the operation, BE CAREFUL. Don't introduce additional risks into an already risky business. You can't be careless with explosives twice.



Official U. S. Navy photographs

A NAVY PLANE flying over the Pacific witnessed the birth of this volcanic island 200 miles south of Tokyo. Flying nearly to the edge of the smoking and steaming rock, navy photographers made these pictures of the new island.

### It's Back to Work

Results of a survey conducted last fall indicate that personal postwar plans considered by reserve enlisted men—other than staying in the Navy—are as follows:

- 74 percent are planning to go to work.
- 17 percent are planning to return to school.
- 9 percent are undecided or gave no answer.

These percentages represent views of a cross section of all male reserve enlisted men on a basis of 2,400,000 in the first six pay grades. The percentages can be construed only as a broad gauge of the intentions of the group as a whole. Actually, 9,325 men were interviewed, these represented personnel of all ages, educational levels, rates, races, marital and parental statuses and types of active duty. The sample was selected from men at U. S. shore establishments, men afloat in U. S. continental waters, and men ashore and afloat in the Atlantic and Pacific theaters.

About half the enlisted reserves, the survey shows, plan to work for someone other than themselves, while roughly one-fourth intend to run their own business or farms.

A partial breakdown shows that the 48 percent planning to take jobs upon discharge look to the following fields for work: farming, 9 percent; construction and contracting, 7½ percent; sales work, 5.4 percent; professional and clerical occupations, 4.7 percent each; truck and bus driving, 4.5 percent; civil service, 3.4 percent. A percentage of 9.1 are going into "other skilled and semiskilled occupations," and 4.4 percent are going to do "anything I can get." Nearly 90 percent of these men were employed full time before entering the Navy.

Men who intend to establish their own enterprises—26 percent—plan to

operate about as follows: farm or ranch, 25.7 percent; retailing, including eating places, 12.7; service establishments (other than automotive repair and services), 11.1; automotive retailing (car and parts sales, filling stations), 4.8; transportation, 4.6; service establishments (automotive repair and services, 4.5; construction and contracting, 4.1; food retailing, 4.1. Only about 40 percent of those planning to operate their own farms

or ranches indicated previous experience in agriculture.

More than four-fifths of the 17 percent planning to return to school intend to enroll in: technical colleges, 31 percent; general academic colleges, 22 percent; general course high schools, 16 percent; professional schools, 15 percent. The remainder will attend business or trade school, junior college, or vocational high school. Another 23 percent of the total plan to do part time work at technical and academic colleges, trade, business, vocational, professional and high schools.

Some limitations should be considered. For instance, many who plan to start their own business or go to school will go to work for somebody. Many who expect to take a job will, instead, go back to school. The figures presented here should be regarded as indications, not as a picture of actual circumstances.

### Europa to be Returned

The former German liner *Europa*, used by the Navy to transport troops from Europe, will not be kept by the U. S., the Navy Department announced. The ship will be sailed to Bremerhaven, Germany, and placed in a caretaker status pending final disposition by the Inter-Allied Reparations Agency.

The *Europa's* design and construction make her unsuitable for use in the Pacific or for peacetime operation as a passenger vessel, it was explained. Lack of fuel and fresh water capacity for long distances required in the Pacific prevent her use there. Weight-saving measures of her German builders place her below standard of U. S. safety rules.

While operated as an emergency troop carrier by the Navy, elaborate safety precautions were taken to guard against inadequacy of her design.



NAVY SURVEY indicates 91 percent of personnel have postwar plans, 9 percent are undecided about future.



## Sentence Remitted

The Navy remitted the court-martial sentence of Capt. Charles B. McVay III, USN, found guilty of negligence in the sinking last 30 July of the heavy cruiser *Indianapolis*. Captain McVay has been released from arrest and restored to duty.

At the same time the Navy announced four other officers had been censured for delay in searching for the ship after she was known to be overdue. These officers and the offices they then held are Commo. N. C. Gillette, USN, acting ComPhilSeaFron; Capt. A. M. Granum, USN, his operations officer; Lt. Comdr. Jules C. Sancho, USNR, acting port director at Tacloban, Leyte; and Lt. Stuart B. Gibson, USNR, port operations officer at Leyte.

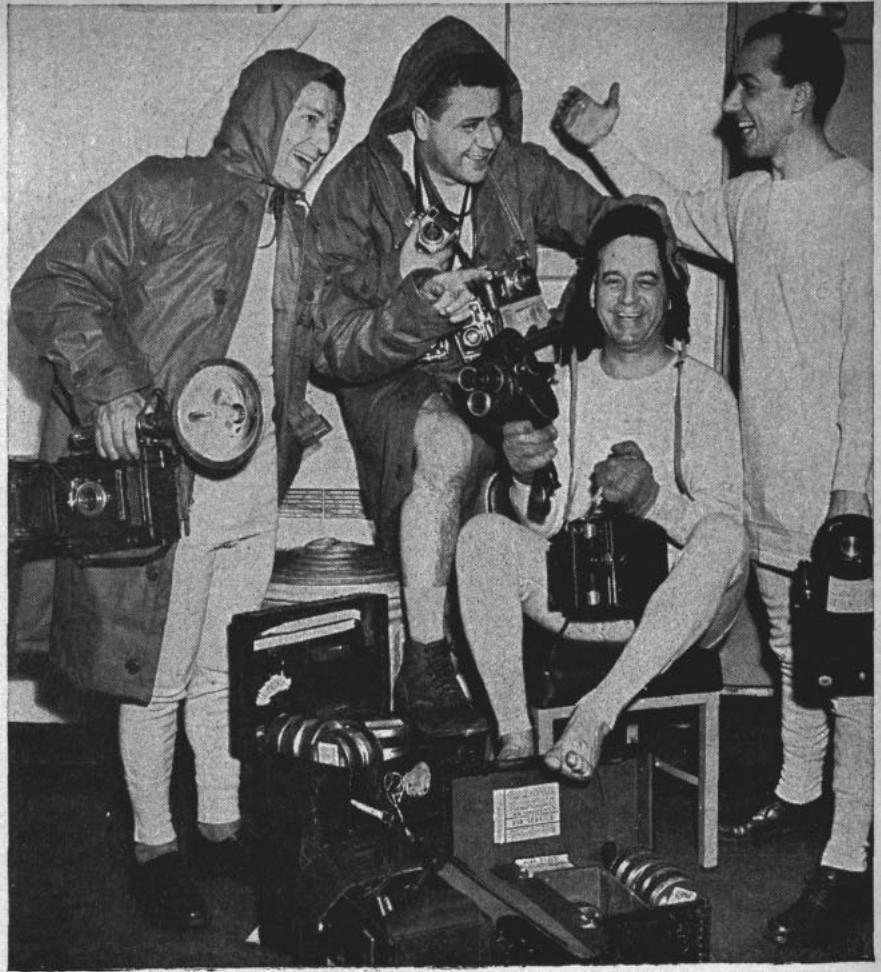
The trial of Capt. McVay was based upon two charges: (1) inefficiency in failing to issue and insure the execution of orders for the abandonment of the *Indianapolis*, and (2) negligence in "suffering a vessel of the Navy to be hazarded" by neglecting and failing to cause a zig-zag course to be steered when visibility conditions and information concerning enemy submarines required him, under current U.S. Fleet Tactical Orders, to zig-zag in order to minimize the danger from submarine attack.

He was acquitted of the first charge and therefore cleared of responsibility for the loss of life incident to abandonment of the ship. He was convicted of the second charge. Capt. McVay was neither charged with nor tried for losing the *Indianapolis*. The sentence imposed by the court decreed loss of 100 numbers in his temporary rank of captain and 100 numbers in his permanent rank of commander. In view of his outstanding previous record the court unanimously recommended clemency.

The Chief of Naval Personnel, approving the proceedings, findings and sentence of the court, recommended that in view of Capt. McVay's excellent record the sentence be remitted. This recommendation was concurred in by Fleet Admiral Ernest J. King, USN, Commander in Chief and CNO at the time of the disaster. Secretary of the Navy James Forrestal approved these recommendations and remitted the sentence.

The *Indianapolis* was torpedoed at 0015 30 July 1945 while steaming unescorted from Guam to Leyte. The ship sank 12 minutes after the torpedoes struck, with the eventual loss of 877 of her complement of 1193. Testimony at the court martial indicated that approximately 700 got safely off the ship.

The Navy said that 16 hours after the disaster, the enemy claimed a Japanese submarine had "sunk something" in a position approximately that of the *Indianapolis* at the time. "Had this information been evaluated as authentic," the Navy said, "it is possible that the survivors of the *Indianapolis* might have been located within 24 hours of the time of the



Acme photo

ARCTIC LONGIES are modeled by four news photographers aboard the USS Midway which tested new equipment and flight conditions in the North.

sinking of the ship and many additional lives might have been saved." Survivors of the ship first were sighted about 1025 on 2 August, nearly three and a half days after the sinking. The enemy claim was not properly evaluated, the Navy said, because of "exaggerated claims and false intelligence" which had characterized so many Japanese reports.

The *Indianapolis* was scheduled to arrive at Leyte at 1100 31 July. Lt. Comdr. Sancho, acting port director at Tacloban, was not aware that she had not arrived as scheduled and that she should be considered overdue. However, the Navy said, it was his duty, in his capacity as acting port director, "to keep himself informed of such matters." Lt. Gibson, operations officer under the port director, was the officer immediately concerned with the movements of the *Indianapolis*. Non-arrival of that vessel on schedule was known at once to Lt. Gibson "who not only failed to investigate the matter but made no immediate report of the fact to his superiors." This dereliction, the Navy said, "may be related to the difficulties of an organization which had been brought on by the exceeding-

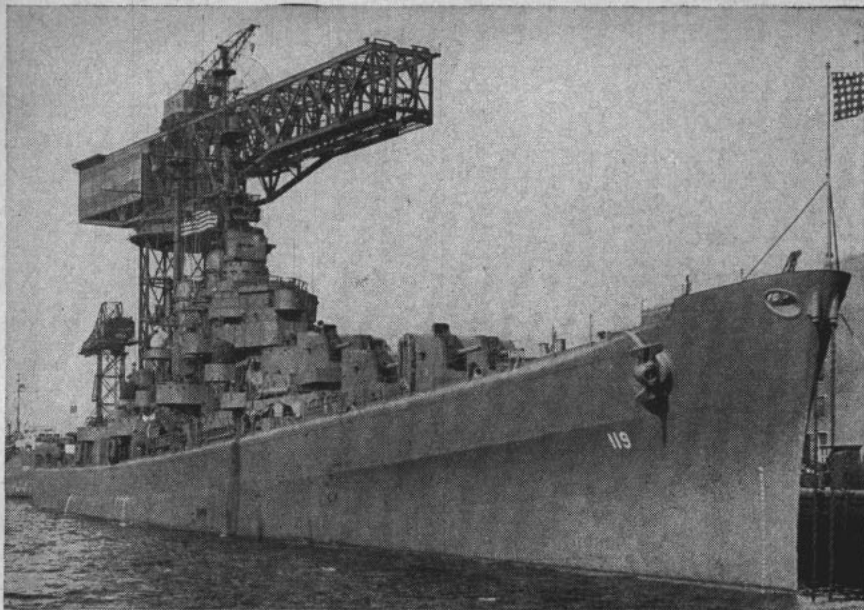
ly rapid expansion of the Navy to meet its wartime requirements."

Lt. Comdr. Sancho and Lt. Gibson were members of the PhilSeaFron organization. "Bearing in mind the lack of experience of these officers in naval matters," the Navy said, "it was incumbent upon their superior officers to exercise closer personal supervision over the manner in which their duties were performed than was actually the case . . . . For this demonstrated weakness in the organization under their control, brought on largely through their failure to give closer personal attention to the work of these inexperienced juniors, Commodore Gillette and Captain Granum have been held responsible.

Disciplinary action was taken as follows with regard to the four PhilSeaFron officers:

Letters of reprimand were addressed from SecNav to Commodore Gillette and Captain Granum. A letter of admonition was addressed from CincPac to Lt. Comdr. Sancho. A letter of reprimand was addressed to Lt. Gibson from CincPac.

All letters will become a part of the permanent official records of the officers concerned.



Official U. S. Navy photographs

USS JUNEAU shown here is one of three combat ships commissioned recently at East coast shipyards. She is name-ship of a new Class AA cruiser.

### Three New Fighting Ships

Three major combatant ships were added to the Navy's striking power during the past few weeks—two of them new *Juneau* class AA cruisers and one a 27,000-ton *Essex* class carrier.

USS *Kearsarge* (CV 33) was commissioned at New York Naval Shipyard, Brooklyn, before 6,500 guests in a ceremony replete with Navy tradition. As the commission pennant was run up, her CO, Capt. Francis J. McKenna, veteran Navy airman, ordered the first watch set and the ship broke the four-starred flag of Admiral Thomas C. Kinkaid, USN, ComEastSeaFron.

The two 6,000-ton *Juneaus* were USS *Fresno* (CL 121) and USS *Juneau* (CL 119). *Fresno* was launched at the Kearny, N. J., shipyards of the Federal Shipbuilding and Dry Dock Co., sponsored by Mrs. Ruth Martin of Fresno, Calif., whose son, John T. Martin Jr., Y3c, was lost in the Pacific in 1942. USS *Juneau* was commissioned at the New York Naval Shipyard.

### Actors to Stay on AFRS

Members of the Screen Actors Guild will continue to be available for Armed Forces Radio Service overseas broadcasts during the occupation period, George Murphy, Guild president, has announced. The actors also will continue entertainment tours and bedside visits to veterans in military hospitals.

Mr. Murphy's assurance was given in telegrams to General of the Army Dwight D. Eisenhower and Fleet Admiral Chester W. Nimitz, USN, who had requested continued support.

The telegrams read: "Replying to your gracious telegram, the more than 8,000 members of the Screen Actors Guild pledge to you they will stay on the job of backing up in every way our armed forces who are still doing

their job overseas. . . . we will continue our entertainment tours and our bedside visits to veterans in military hospitals. . . ."

Admiral Nimitz had wired Mr. Murphy: "To the members of the Screen Actor's Guild who have so generously contributed to the Navy and Marine Corps personnel during the war on programs of the Armed Forces Radio Service—hearty well done. Will you please convey to guild members the vital importance at this time of their staying on the job with the Armed Forces Radio Service on behalf of our forces still finishing the job overseas."

### 'WAY BACK WHEN

## Who Did It First—At First

Noah may have been the first sailor and Jonah the first submariner, but the "firsts" of the United States Navy are of more recent vintage.

The first commission to an officer afloat was issued to Capt. Hopley Yeaton, master of a revenue cutter. The Continental Navy had been disbanded and the sole maritime defense was revenue cutters (now Coast Guard). This historic document dated 21 Mar 1791 bears the signatures of both Washington and Jefferson. John Paul Jones was the first to raise the Grand Union or American Flag on a ship of war. Esek Hopkins was the first commander under a commission of Congress to carry the Grand Union flag in naval operations and to make a capture under it. John Barry was the first commander under a commission of



## Flag Promotions

The following nominations to flag rank have been confirmed by the Senate:

### To be rear admiral:

Frank E. Beatty, USN, for temporary service to rank from 31 Jan 1943 in lieu of date of rank as previously nominated and confirmed.

Joseph F. Jelley CEC, USN, for temporary service while serving as deputy chief of the Civil Engineers Corps and assistant to the Chief of BuDocks.

### To be commodore:

James E. Maher, USN, to continue while serving as chief of base maintenance, Office of CNO, and until reporting for other permanent duty.

Arthur Gavin, USN, to continue while serving as ComAircraft, PhilSeaFron and ComFairWing10 and until reporting for other permanent duty.

Arleigh A. Burke, USN, to continue while serving as chief of staff and aide to Com-EighthFleet and until reporting for other permanent duty.

Lemuel P. Padgett, Jr., USN, to continue while serving as Petroleum Attache Middle East and until reporting for other permanent duty.

John A. Snackenber, USN, to continue while serving as chief of staff, Joint Task Force 1, and until reporting for other permanent duty.

Robert F. Batchelder, SC, USN, to continue while serving as pay director, material division, office of the Assistant SecNav and until reporting for other permanent duty.

### To be lieutenant general in the Marine Corps:

Harry Schmidt, USMC, for temporary service.

### To be placed on the retired list of the Coast Guard with the rank of admiral:

Russell R. Waesche, USCG.

### The following nomination was designated by the President with the rank of vice admiral:

Lynde D. McCormick, USN, as deputy CincPac and Poa.

the Congress and under the Grand Union flag to fight a battle with a British warship and make her strike her colors.

Other "firsts" of interest to Navy salts with aspirations to attain flag rank are: the first naval officer to become an admiral was David Glasgow Farragut, so appointed on 25 July 1866 and John Barry was the first man to be appointed a Commodore.

Portsmouth Navy Yard, N. H., is well known throughout the Navy and is famous generally because of its "brig", but its real fame should be attributed to the fact that it was the first yard acquired by the Navy Department after its establishment, 30 Apr 1798. The property embraced 58.18 acres and the price was \$5,500.

Despite all these beginnings there is one "first" that was never made and of this our Navy can be proud. No U. S. man-of-war has ever been in the hands of mutineers, while in other navies entire squadrons and fleets have mutinied.



# DECORATIONS & CITATIONS

For reasons of security, the deed for which a man receives a decoration sometimes cannot be fully described either in this section or in the actual citation which he receives. There may accordingly be reports here which do not tell the whole story.

## WARTIME NAVY OFFICIALS RECEIVE DSM

### Gates, Bard, Hensel Honored for Services

In recognition of their services for the Navy during the national emergency, Artemus L. Gates, Ralph A. Bard and H. Struve Hensel recently were awarded the Distinguished Service Medal by Secretary of the Navy James Forrestal.

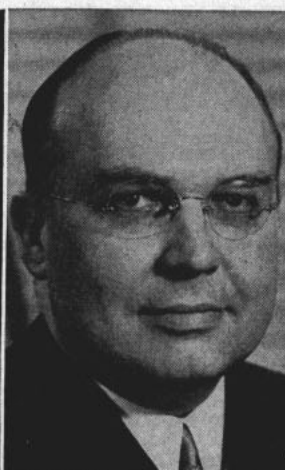
Mr. Gates of Washington, D. C., received a gold star in lieu of his second DSM for his services as Assistant Secretary of the Navy (Air) from 5 Sept 1941 to 3 July 1945 and as Undersecretary of the Navy from 3 July 1945 to 31 Dec 1945. Foreseeing the necessity of a strong air arm for support of fleet operations, Mr. Gates directed the establishment of facilities for the maintenance and training programs necessary to effect the combination of air-sea power which ultimately eliminated the submarine menace in the Atlantic, and which, spearheading the Allied offensive across the Pacific, blasted and destroyed enemy coastal defenses in advance of every amphibious landing and provided decisive support during major naval engagements with the Japanese fleet.

As Undersecretary Mr. Gates handled the general administration of the Navy Department and rendered assistance to the Secretary in formulating plans and policies for the demobilization of wartime naval personnel and civilian employees of the Navy, accomplishing this monumental task well in advance of scheduled plans.

For service as Assistant Secretary of the Navy from 24 Feb 1941 to 24 June 1944 and as Undersecretary from 24 June 1944 to 1 July 1945, Ralph A. Bard of Highland Park, Ill., was awarded the Distinguished Service Medal. Responsible for the administration of the Navy's industrial shore establishments and civilian manpower, he directed and supervised expansion of activities under his cognizance to a point where the Navy had become the largest single direct employer of industrial labor in the world. Advised by a battery of experts, he examined every phase of modern industrial relations, subsequently aiding the Secretary in formulating Navy plans and policies with regard to labor and management and in launching a tremendous industrial relations program which resulted



Ralph A. Bard



H. Struve Hensel



Artemus L. Gates

THREE CIVILIANS were honored by SecNav for their Navy wartime service.

in an unparalleled record of production unmarred by labor strife.

Top Navy liaison man with the WMC, the Selective Service System and the WPB, Mr. Bard effected a sound coordination with the other branches of the armed forces and with other agencies of the government.

Mr. Hensel of Tenafly, N. J., was cited for his service as Assistant Secretary from 30 Jan 1945 to 1 Mar 1946, following more than five years as chief of the Naval Procurement Division and later as general counsel for the Navy. In the latter capacity he organized and established an efficient central legal office in the Navy, staffed by the finest legal talent available, to handle all procurement legal matters.

Taking office during the peak period of the Allied offensive in the Pacific, Mr. Hensel supervised all Navy procurement necessary to support the world-wide operations. His vision and judgment in the field of materiel research and development and in the vastly complicated matter of integrating requirements for naval munitions with Navy procurement were decisive factors in the Navy's achievements during the later months of the war. Following the surrender of Japan, Mr. Hensel aided the Secretary in resolving the complex problems connected with the termination of Navy contracts and the disposition of surplus property.

### Medal of Honor Is Posthumously Awarded Skipper

As skipper of the USS *Johnston*, a destroyer that fought to the end to protect carriers she was screening during the battle off Samar on 25 Oct 1944, Comdr. Ernest E. Evans, USN, Long Beach, Calif., has been awarded, posthumously, the Medal of Honor.

The first ship to lay a smoke screen and open fire as a superior enemy task force approached, the *Johnston* diverted powerful blasts of hostile guns from the carriers and launched a torpedo attack.

Despite ship damage sustained under fire, Comdr. Evans unhesitatingly joined others of his group to provide fire support during subsequent torpedo attacks against the enemy and interposed his vessel between the hostile fleet units and our carriers.

A crippling loss of engine power and communications forced Comdr. Evans to shift command to the fantail where he shouted steering orders through an open hatch to men turning the rudder by hand and battled furiously until the burning *Johnston* lay dead in the water after three hours of fierce combat.

## ★ DECORATIONS

### Medal of Honor Awarded Officer Who Boarded Sub

For valiant service during the first boarding and capture of an enemy man-of-war on the high seas by the U. S. Navy since 1815, Lt. Albert L. David, USN, San Diego, Calif., has been awarded the Medal of Honor posthumously.

Lt. (then Lt.(jg)) David, while attached to the USS *Pillsbury*, took part in a skillfully coordinated attack on the German U-505 off French West Africa on 4 June 1944. He led a party from the *Pillsbury* in boarding the hostile submarine as it circled on the surface.

Fully aware that the U-boat might momentarily sink or be destroyed by exploding demolition and scuttling charges, he braved the added danger of enemy gunfire to plunge through the conning tower hatch and, with a small party, exerted every effort to keep the ship afloat and to assist salvage parties in making the U-505 seaworthy for the long tow across the Atlantic to a U. S. port.

### Ship Commander Wins High Award

The nation's highest award, the Medal of Honor, has been presented to Capt. (then Lt. Comdr.) Robert Brodie Jr., USN, Owensboro, Ky., who, while CO of the USS *Dallas*, carried a raider detachment into the heart of enemy territory during the occupation of Port Lyautey, French Morocco, on 10 Nov 1942.

Before daylight, Lt. Comdr. Brodie, embarked in the *Dallas* with a detachment of raider troops, entered the mouth of the Sebou River leading to Port Lyautey. In the face of determined artillery, machine-gun and sniper fire and at the risk of his own life, the lives of his crew and embarked troops, he broke the steel cable boom with the bow of his ship and forced his way 10 miles up the Sebou River.

Upon arrival at the Port Lyautey airfield he landed the raider troops who successfully captured the airfield.

#### NAVY CROSS

### Gold star in lieu of fourth award:

★ **FLUCKEY**, Eugene B., Comdr., USN, Arlington, Va.: Wreaking havoc upon the enemy with rocket and sabotage attacks in addition to usual sub weapons, Comdr. Fluckey brought his submarine USS *Barb* into shallow waters, at times in less than two fathoms under the keel, to sink three enemy ships, including a valuable combatant unit and 50 small craft for a total of 11,000 tons, during the 12th war patrol of his vessel. The rocket attacks, first employment of this weapon in sub war-

## HEROES CITED



Capt. Brodie

Lt. David

Picture of Comdr. Evans not available.

fare, were highly successful and resulted in extensive damage to four enemy coastal towns. Gun bombardments subjected three towns to fire and an enemy train was destroyed by commandos set ashore from Comdr. Fluckey's vessel.

### First award:

★ **AVERY**, John E., Ens, USNR, Kingston, Pa. (posthumously): While a pilot in Air Group 15 in action against major Jap fleet units off Cape Engano in the Philippines, 25 Oct 1944 Ensign Avery selected an aircraft carrier of the Shokaku class as his target, maneuvered through the rain of bursting antiaircraft fire, and scored a direct hit.

★ **Behrend**, Carl W., Mach., USN, Princeton, N. J. (posthumously): "While serving aboard the USS *Houston* off Formosa, 14 Oct 1944, in the after fireroom when a torpedo struck the adjoining engine room, flooding the area and extinguishing all lights, Behrend observed a group of men below struggling in the darkness and the rapidly rising waters to enter an escape door. He proceeded below to provide light from his flashlight and to direct an orderly exit.

★ **BROOKS**, Bradford M., Lt. Comdr., (then Lt.) USNR, Pacific Beach, Calif. (posthumously): During action in the Pacific while commander of a PB4Y-1, Lt. Comdr. Brooks is credited with having encountered four enemy planes on 10 Dec 1944, shooting the first three down and although damaged by the fourth continued to fight on until damaged to the plane and casualties to himself and crew forced him to make an emergency landing.

★ **BROWN**, Burton J., Ens., USN, Conneautville, Pa. (posthumously): As machine gun control officer aboard USS *Porterfield* off the coast of Japan on 26 Feb 1945 his battery took a Jap picket boat under fire and despite the heavy seas breaking over the guns, and the enemy raking his side of the director platform with intense fire he continued to close. Seizing his 45-cal. automatic, he kept up a stream of fire against his target until he was cut down by hostile guns.

★ **DOZARK**, Charles L., Lt., USNR, Cedar Rapids, Iowa (posthumously): While his ship was blazing furiously after receiving a direct aerial hit near Okinawa on 6 Apr 1945, Lt. Dozark, first lieutenant and damage control officer aboard the USS *Hyman*, promptly organized his crew and directed fire-fighting measures to control the spreading flames. He effected the rescue of several shipmates lying helpless in an amidship passageway, braved the danger of explosion from torpedo warheads exposed to the fire, and carried a man with his clothes ablaze to a place of safety. Lt. Dozark then rushed into the burning area to extricate another victim shortly before a terrific explosion demolished the area.

★ **ETHRIDGE**, Walker, Comdr., USN, Warrington, Fla. (posthumously): While CO of FitRon 47 and ComAirGrp 47, attached to USS *Bataan*, he led a flight on combat

air patrol off Kyushu on 20 Mar 1945. When he observed a hostile plane diving over the ships of his task force, Comdr. Ethridge destroyed the enemy and prevented a damaging blow to our surface vessels, pressing home his attack in the face of intense and deadly fire and continuing his efforts until his own plane burst into flames and glided into the sea.

★ **FAY**, LEO D., Ens., USNR, Philadelphia (posthumously): While OinC of the forward repair party, USS *Douglas H. Fox*, when that vessel was attacked by aircraft off Okinawa, 17 May 1945. Although severely burned and injured when a plane crashed into the ship's forecabin, demolishing the forward bulkhead and part of the deck near his station, Ens. Fay directed his party in repair activities, refusing aid until he had to be carried to medical attention.

★ **GORHAM**, William W., Lt. (Jg) USNR, Glendale, Calif.: For taking an active part in strikes against enemy shipping from 18 Mar-14 May 1945. Subsequently, while subject to heavy enemy antiaircraft fire, Lt. (Jg) Gorham is credited with having scored a direct hit on a Jap battleship on 18 July 1945 at Yokosuka in Tokyo Bay.

★ **HANLON**, BYRON H., Capt., USN, Honolulu, T. H.: As commander of the underwater demolition group during the preinvasion assault operations against the Jap island of Iwo Jima. During beach reconnaissance and clearance operations on 17 Feb 1945, the underwater demolition teams and their supporting gunboats, operating within 1,000 yards of the enemy shore, were subjected to heavy artillery and mortar fire which caused the loss of one gunboat and seriously damaged 10 of the 12 gunboats engaged. Despite numerous casualties which forced temporary withdrawals of gunboats out of action, repairs were quickly effected and the boats "returned to the line."

★ **HUNT**, Richard Jr., Lt.(jg), USNR, Kansas City, Mo.: (MIA): Pilot attached to USS *Hancock* off Panay, 26 Oct 1944 and defying fire from a cruiser and her escort, Lt.(jg) Hunt in a daring torpedo run on his target launched his projectile with deadly accuracy, scoring a devastating hit on the cruiser which left her dead and ablaze in the water with her forward turrets awash.

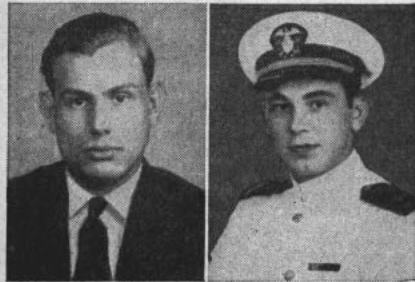
★ **KNIGHT**, Frank L., CTM, USN, Savannah, Ga.: While aboard the USS *Stack* when that vessel and an aircraft carrier collided 17 Mar 1942. As a result of the collision, No. 1 fireroom of the *Stack* was flooded, the lighting circuits out and the ship heeled at a precarious angle while being carried across the carrier's bow. Despite pending danger of the depth charges being dislodged by further contact with the carrier, Knight made his way aft in the darkened vessel and, wading waist deep, set all depth charges on safe.

★ **MARKHAM**, Jerry N., CMM, USNR, Jacksonville, Fla.: As member of a naval combat demolition unit during the assault on France, 6 June 1944, Markham assumed command when OinC was killed on landing and his unit blew a partial gap in the enemy beach obstacles. After leading injured members of his crew to safety, he assisted other units in demolition, saved three men buried in a cave-in, and for 48 hours directed his men in the clearance of beach obstacles with commandeered equipment after explosives for the purpose had been expended.

★ **MARTORANO**, John, PhM2c, USNR, Los Angeles (posthumously): While serving with Company H, 3d Bat, 26th Marines, 5th Marine Div at Iwo 22 Feb 1945. When shattering hostile mortar, artillery and small arms fire pinned down his company during its advance, Martorano braved the barrage rushing to wounded comrades administering first aid and carrying many to safety. Although wounded in one arm he proceeded to work with his good hand until a second shellburst struck him down.



# TEN HEROES WIN THE NAVY CROSS



Ensign Avery

Ensign Brown



Lt. Dozark

Comdr. Ethridge



Comdr. Fluckey

Chief Markham



Lt. Comdr. Shattuck

Admiral Sprague



Admiral Tomlinson

Admiral Wiltse

★ SHATTUCK, Charles W., Lt. Comdr., USNR, Arlington, Va.: Lt. Comdr. Shattuck led an aerial flight of nine torpedo planes against an enemy heavy cruiser in Philippine waters on 25 Nov 1944. Amid very heavy anti-aircraft fire, he maneuvered his group into position and attacked. He scored the first torpedo hit on the vessel which sank in about five minutes after subsequent damage.

★ SPRAGUE, CLIFTON A., Rear Admiral, USN, Haverford, Pa.: As CTU 77.4 and 77.3, consisting of six escort carriers, Admiral Sprague furnished air support to amphibious attack groups landing troops on the shores of Leyte Gulf from 18 to 25 Oct 1944. On 25 Oct this force was taken under fire by a strong enemy force consisting of battleships, cruisers, destroyers and suicide dive bombers. Despite overwhelming speed and fire-power by the enemy, Admiral Sprague repeatedly launched aircraft against the enemy fleet, directed torpedo attacks by the screen, and maneuvered his force so that only two of his carriers were lost.

★ STIESBERG, Frederick M., Comdr., USN, Long Beach, Calif.: CO of USS *Hillary P. Jones* while supporting Allied ground forces off the French-Italian Riviera. During Sept 1944 his ship destroyed two enemy explosive boats, two human torpedoes, an anti-aircraft battery, a fuel dump, an ammunition dump and about 12 enemy vessels.

★ SWINBURNE, EDWIN R., Capt., USN, Newport, R. I.: Commander of a coordinated attack group of subs operating off the Luzon Straits and South China Sea from 4 Aug to 3 Oct 1944. The subs under his command sank 10 enemy ships—including a 22,500-ton auxiliary aircraft carrier—for a total of 90,860 tons, and damaged an additional ship of 5,000 tons. In addition his group effected the rescue of 32 British and Australian prisoners of war who were survivors of a torpedoed enemy transport.

★ TOMLINSON, William G., Rear Admiral, (then Capt.) USN, Washington: While CO of USS *Belleau Wood*, 10 Feb to May 1945, Admiral Tomlinson brought the guns of his ship and air group to bear upon enemy aircraft, accounting for 112 enemy planes destroyed, in addition to damage inflicted upon important units of the enemy fleet, shore installations and enemy shipping.

★ WILTSE, Lloyd J., Rear Admiral, USN, Coronado, Calif.: From 14-24 Oct 1944 Admiral Wiltse acted as commander of support unit of, and later in command of, the task group which carried out the difficult operation of towing two damaged cruisers from a position deep in enemy waters to the safety of our own possessions. During the 10 days of this operation enemy air attacks always were threatened and twice were driven home. These attacks were met, and in large part defeated, thereby saving from destruction two valuable units of the fleet.

★ WOOD, Chester C., Capt., USN, Stonington, Conn.: While OTC of a radar picket station and sector commander in antisubmarine screen off Okinawa 3 May to 21 June 1945 he effectively fought off frequent and determined enemy attacks. Capt. Wood conducted these missions in such a manner that eight enemy planes were destroyed by his ship's guns and the fighters assigned to his unit.

PHOTOS were not available for Mach. Behrend; Lt. Comdr. Brooks; Ens. Fay; Lt. (jg) Gorham; Capt. Hanlon; Lt. (jg) Hunt; CTM Knight; PhM2c Martorano; Comdr. Stiesberg; Capt. Swinburne and Capt. Wood.

## DISTINGUISHED SERVICE MEDAL

### Gold star in lieu of fourth award:

★ KINKAID, Thomas C., Admiral, USN, Philadelphia: While Com7thFlt and Com-Allied NavFor, SoWesPac area, during Leyte operation, from Oct through Dec 1944, Admiral Kinkaid planned and carried out naval phases of this operation which made possible the liberation of the Philippines. He welded the diverse and limited forces available to him and, directing the offensive, annihilated powerful Jap fleet units in the battle of Surigao Straits phase of the battle for Leyte Gulf. Admiral Kinkaid's forces repulsed and decisively defeated two major task groups of the enemy fleet, which had seriously threatened the operation for the capture of Leyte and the entire Philippine campaign.

### Gold star in lieu of third award:

★ FIFE, James Jr., Rear Admiral, USN, Reno, Nev.: As ComSub7thFlt and Com NavFor, Western Australia, from 30 Dec 1944 to 1 Sept 1945 Admiral Fife planned and coordinated Dutch and Australian sub units with those of his own forces to press home vigorous, unrelenting attacks against the enemy during a period of difficult operations in restricted areas of Philippines and Borneo. Under his direction his command established a brilliant combat record as well as carrying on an effective blockade, life-saving rescue patrols, urgent supply missions and daring landing parties. Admiral Fife voluntarily participated in a devastating offensive strike carried out by one of his submarines in April 1945, obtaining valuable first hand information on various sub problems.

### Gold star in lieu of second award:

★ BOGAN, Gerald F., Rear Admiral, USN, Norfolk, Va.: While serving as a Com-CarTaskGrp, 1 Sept 1944 to 25 Jan 1945 he successfully carried out all missions assigned to his group including the support of our assault landings on Peleliu and Anguar and the conduct of damaging air strikes against enemy bases on Mindanao, the Visayas, Luzon and Loochow. Under Admiral Bogan's direction highly successful operations were completed against enemy aircraft, shipping and land installations in the Philippines, Formosa, Nansai Shoto and the Indo-China coast.

★ LEAHY, William D., Fleet Admiral, USN, Washington, D. C.: Recalled to active duty on 18 July 1942, Fleet Admiral Leahy brought to his task as Chief of Staff to the Commander in Chief and concurrently as member of the joint Chiefs of Staff and the Combined Chiefs of Staff, a wealth of experience in evaluating conflicting world events. Uniquely qualified by his previous service both in the Navy and in international affairs, Admiral Leahy fully justified the reliance placed in his counsel in the concept of long range strategy against the axis powers and his appraisal of over-all plans for the complete coordination of U. S. and Allied military forces.

### First award:

★ BROWN, John H. Jr., Rear Admiral, USN, Middletown, Del.: As ComTraComm, SubFor, PacFlt, from 12 Nov 1943 to 29 Apr 1945, Admiral Brown was charged with the command and supervision of training of submarines for the Pacific fleet. He undertook the planning and organization of a complex program for the advanced training of all officers and enlisted personnel of the expanding sub force. Engaging in exhaustive study of enemy tactics and anti-sub measures, he expedited the development of necessary attack doctrines, evasive tactics and coun-

# ★ DECORATIONS

# AWARDED NAVY'S DSM

## Distinguished Service Medal (Cont.)

ter anti-sub measures to cope successfully with greatly accelerated Japanese activity.

★ **GLOVER, Robert O.**, Rear Admiral, USN, Richmond, Va.: While ComServFor7thFlt from 28 July 1944 until 15 Aug 1945, Admiral Glover constantly maintained a steady flow of supplies despite extremely difficult conditions from the launching of the initial campaign at Morotai through the Philippine and Borneo operations. Recognizing the need for additional cargo ships for shuttling service from established bases to forward areas where no shore establishments existed, he was instrumental in obtaining refrigerator ships and floating storage facilities and upon consolidation of gains in the Philippines area, was largely responsible for the establishment of bases at Samar and Subic Bay, in addition to numerous other advanced bases.

★ **LOCKWOOD, Charles A., Jr.**, Vice Admiral, USN, Lamar, Mo.: As ComSubPac from February 1943 to September 1945, Admiral Lockwood was responsible for the strategic planning and tactical execution of submarine operations which culminated in the sinking by forces under his command of over 1,000 hostile ships, including one battleship, seven aircraft carriers and five cruisers, and in damaging more than 500 additional ships.

★ **MOORE, Charles J., Jr.**, Capt., USN, Washington, D. C.: As Chief of Staff to Com5thFlt during the central Pacific campaign from August 1943 to September 1944, Capt. Moore supervised planning for operations pointing toward capture and occupation of enemy-held positions in the Gilbert, Marshall and Marianas Islands and employed his comprehensive knowledge of combat strategy in guiding intricate details involved in executing these vital operations. Capt. Moore contributed materially to the success of the 5thFlt in securing control of sea and air in the central Pacific and in defeating powerful units of the Japanese fleet in the first battle of the Philippine Sea.

★ **SPRAGUE, Thomas L.**, Rear Admiral, USN, Oakland, Calif.: As CTG 38.1 from 1 July to 2 Sept 1945 Admiral Sprague utilized maximum striking power of forces under his command to press home devastating attacks on the homeland of Japan in coordination with other task groups. He directed destructive strikes against aircraft and supporting industries, installations and transportation facilities and concentrations of naval vessels at Yokosuka, Kure and Kobe. Under repeated aerial attacks delivered by the desperate Japanese, Admiral Sprague's forces maintained fighting efficiency while he em-



Admiral Bogan

Admiral Brown

Admiral Fife

Admiral Glover



Admiral Kinkaid

Capt. Moore

Admiral Leahy

Admiral Lockwood

ployed brilliant defensive tactics in repulsing the fanatic enemy.

★ **VAN HOOK, Clifford E.**, Rear Admiral, USN, Washington, D. C.: As DepCom7thFlt from Nov 1943 to 14 Aug 1945, Admiral Van Hook applied an intimate knowledge of the many special features pertaining to organization, administration and operation encountered in the SoWesPac area to render valuable service to Com7thFlt throughout the bitterly fought campaigns of New Britain, Admiralties, along northern coast of New Guinea, in the Moluccas, Philippines and Borneo during an intensive drive to extend U. S. control westward. Maintaining complete and direct cognizance of administrative functions of this command, he assisted materially in upholding the close and effective liaison of the Navy with the Army, authorities of governments of Australia and the Netherlands and with British, Australian and Dutch naval authorities.

★ **VOGE, Richard G.**, Capt., USN, Oak Park, Ill.: As operations and combat intelligence officer, SubPac, September 1942 to June 1945, he placed into operation the highly effective method by which our subs have sought out and destroyed the enemy. In his intelligent analysis of Jap ship movements and strategy, he was able to coordinate the operations of all subs in the Pacific fleet with other forces, with the result that millions of tons of enemy merchant and combat shipping were sunk or damaged. He also contributed immeasurably to the inauguration and success of air-sea rescue operations in support of air strikes against the Jap home islands.

## DSM (Army):

★ **ENGLISH, Robert A.**, Capt., USN, San Diego, Calif.: As war plans officer on the staff of a major naval task force commander responsible for the invasion of southern France from March to August 1944, Capt. English developed and integrated employment plans vital to successful accomplishment of movement and subsequent maintenance of large amphibious forces involved. He enabled the task force commander to meet all urgencies incident to the operation, making material contributions to assault of ground forces.

★ **Foy, Edward J.**, Rear Admiral, USN, Little Rock, Ark.: While Deputy Commandant, Army and Navy Staff College, from April 1943 to December 1945, Admiral Foy was in direct charge of instruction and administrative matters incident to this duty. Fulfilling his important assignment in initial staff organization and



Admiral Sprague

Admiral Van Hook

Photograph of Capt. Voge was not available.

formulation of the first course, he laid the foundation upon which the curriculum and administration of the college were developed and was responsible for successfully inculcating doctrine which revealed the most effective unified employment of the military and naval services.

## SILVER STAR MEDAL

## Gold star in lieu of second award:

★ **DOWNING, Richard L.**, Lt. Comdr., USN, St. Paul, Minn.: Assistant approach officer, USS *Haddo* on war patrol, 8 August to 3 Oct 1944.

★ **DUNCAN, Max C.**, Lt. Comdr., USN, Forrest City, N. C.: Torpedo data computer operator, USS *Barb*, north of Hokkaido and east of Karafuto, 8 June to 2 Aug 1945.

★ **HALL, Madison Jr.**, Comdr., USN, Colorado Springs, Colo.: CO, USS *Little*, off Okinawa, 3 May 1945.

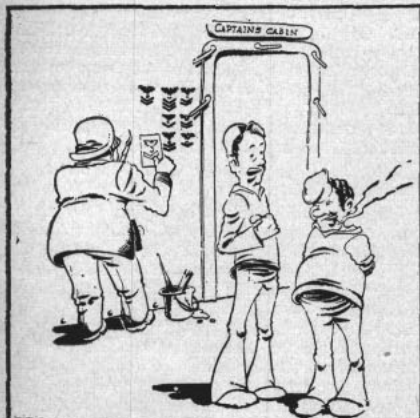
★ **MCCREA, Victor B.**, Comdr., USN, New London, Conn.: CO, USS *Hoe* during fourth war patrol, 4 April to 2 June 1944.

★ **MCMAHON, Bernard F.**, Comdr., USN, Raleigh, N. C.: CO, USS *Drum*, seventh war patrol, 16 August to 6 Oct 1943.

★ **NASON, John H.**, Lt., USNR, Pelham, N. Y.: Torpedo data computer operator, USS *Haddo*, seventh war patrol, 8 August to 3 Oct 1944.

★ **RAY, Herbert J.**, Capt., USN, Piedmont, Calif.: CO, USS *Maryland*, Surigao Straits, 25 Oct 1944.

★ **SENN, Elliot M.**, Capt., USN, Greenville,



The Klipper (NAS, Kaneohe, T. H.)

"I see the captain held mast today."



Miss.: CO, *uss Quincy*, invasion of Southern France, August 1944.

### First award:

- ★ CLAPPER, Frederick S., Lt. (jg) (then Ens.), Malone, N. Y.: Gunnery officer, *uss LSM(R)188*, Okinawa operations, 29 Mar 1945.
- ★ DARY, Byron A., PhM3c, USNR, Allens Grove, Wis. (posthumously): Corpsman, 6th Beach Battalion, Normandy, 6 June 1944.
- ★ HUGHES, Charles J., S1c, USCGR, Albany, N. Y. (posthumously): Gun crew member, *uss Callaway*, Pacific, 8 Jan 1945.
- ★ JEANS, Alonzo, CTM, USN, Philadelphia, Miss.: Torpedoman's mate in charge, *uss Bonefish*, fourth war patrol, 15 April to 30 May 1944.
- ★ KING, Sam W. Cox., USCG, Dallas, Tex. (posthumously): Gun crew member, *uss Callaway*, Pacific, 8 Jan 1945.
- ★ OWENS, Thomas E., S1c, USCGR, Philadelphia (posthumously): Gun crew member, *uss Callaway*, Pacific, 8 Jan 1945.
- ★ PALMER, Walter L. Jr., BM2c, USCGR, Seaside Park, N. J.: For rescue of personnel while attached to *uss LST 16*, Anzio invasion, 26 Jan 1944.
- ★ SENN, Elliot M., Capt., USN, Greenville, Miss.: CO, *uss Quincy*, during amphib landings, 6 June 1944 and bombardment of Cherbourg installations 25 June 1944.
- ★ SMITH, Chester C., Capt., USN, Boise, Idaho: CO, *uss Swordfish* during fourth war patrol, 16 May to 4 July 1942.
- ★ VARDAMAN, James K. Jr., Commodore, (then Lt. Comdr.), USNR, St. Louis Mo.: Staff member CTF 88, Mediterranean theater, August 1943.
- ★ WYSE, Frederick C. Jr., Lt. Comdr., USN, Spartanburg, S. C.: Assistant approach officer and navigator, *uss Baya*, fourth war patrol, 20 April to 18 May 1945.

## LEGION OF MERIT

### Gold star in lieu of third award:

- ★ ESPE, Carl F., Capt., USN, Pittsburgh: Staff of CincPac/Poa, 13 Jan to 1 Sept 1945.
- ★ STRUBLE, Arthur D., Rear Admiral, USN: Chevy Chase, Md., ComPhibGrp9, 8 Dec 1944 to 2 Jan 1945, Mindora, Philippines.

### Gold star in lieu of second award:

- ★ BRUTON, Henry C., Capt., USN, Arlington, Va.: Chief of Staff, ComTraComm SubForPacFlt.
- ★ HEADLAND, Edwin H., Jr., Comdr., USN, Tacoma, Wash.: ComLantFlt Anti-Sub Task Group during action against hostile U-boat, 19 Apr 1945.
- ★ HOLLOWAY, James L., Jr., Rear Admiral, USN, Arlington, Va.: CO of *uss Iowa*, during action against Japanese, 30 Oct 1944 to 24 July 1945.
- ★ HOPWOOD, Herbert G., Rear Admiral, USN, Shamokin, Pa.: CO of *uss Cleveland*, during action against Japanese, 14 Aug 1944 to 3 July 1945.
- ★ JENNINGS, William F., Capt., USN, Arlington, Va.: Military Government Officer on Staff of CincPac/Poa, 28 Aug 1944 to 1 Sept 1945.
- ★ PAINE, Roger W., Rear Admiral (then Capt.) USN, Washington, D. C.: Material and Products Control Officer and Deputy Chief of the Production Branch, Material Division, 11 Nov 1944 to 31 Aug 1945.
- ★ SCHADE, Henry A., Commodore, USN, Arlington, Va.: CO Aircraft Carrier Section, BuShips, Jan 1942 to July 1944.
- ★ SPRAGUE, Clifton A., Rear Admiral, USN, Haverford, Pa.: ComCarDiv25, action on Morotai, 15 Sept 1945.
- ★ STRUBLE, Arthur D., Rear Admiral, USN, Chevy Chase, Md.: ComPhibGrp9, 17 Nov to 8 Dec 1944.
- ★ WARD, Norvell G., Comdr., USN, New



Santa Ana Ballonet (NAS, Santa Ana, Calif.)  
"So—parking next to a fire hydrant, eh?"

London, Conn.: CO of *uss Guardfish*, 24 Aug to 3 Nov 1943.  
★ WILTSE, Lloyd J., Rear Admiral, USN, Coronado, Calif.: Commander Cruiser Support Unit in action against Japanese, 1 July to 15 Aug 1945.

### First award:

- ★ ADAMS, Arthur S., Capt., USN (Ret.), Ithaca, N. Y.: OinC of Curriculum Section, OinC of College Training Section, Director of Field Administration Division, Special Assistant to Director of Training, BuPers, 1 Nov 1942 to 1 Nov 1945.
- ★ AGNEW, William J., Rear Admiral, (MC), USN, Chevy Chase, Md.: Director of Medical Dept. Personnel, from 7 Dec 1941 to 24 Nov 1944, and as Assistant Chief of Bureau of Medicine from 25 Nov 1944 to 15 Aug 1945.
- ★ ANDERSON, Walter S., Vice Admiral, USN, Washington, D. C.: Com7, ComGulf SeaFron, July 1944 to Oct 1945.
- ★ ASHWORTH, Frederick L., Comdr., USN, Peabody, Mass.: Duty with atomic bomb project.
- ★ AUSTIN, Bernard L., Commodore, USN, Annapolis, Md.: Assistant chief of staff for administration on staff of CincPac/Poa, 9 June 1944 to 1 Sept 1945.
- ★ BENNETT, Ralph D., Capt., USN (Ret.), Washington, D. C.: NavOrdLab, as Assistant head of Mine Unit, Assistant OinC, Acting OinC, Technical Director.
- ★ BEECHER, William G., Jr., Capt., USN, North Arlington, Va.: CO of MinDiv Grp 2, 19 Mar 1945 to 12 May 1945.
- ★ BIRCH, Albert F., Comdr., USNR, Exeter, N. H.: Duty with the atomic bomb project.
- ★ BOGAN, Gerald F., Vice Admiral (then R. Adm.) USN, Norfolk, Va.: CO of Carrier Air Support Group, southern Marianas, 14 June 1944 to 1 Aug 1944.
- ★ BRADBURY, Norris E., Comdr., USN, Berkeley, Calif.: Duty with the atomic bomb project.
- ★ BRAINE, Clinton E., Jr., Rear Admiral (then Commodore) USN, New York, N. Y.: CO of the Pre-Commissioning Training Center, Atlantic Fleet, Mar 1945 to Jan 1946.
- ★ BURCH, Charles A., Comdr., USN, Baltimore: Gunnery officer of *uss Pennsylvania*, action at Peleliu, Anguar, Leyte, Luzon, 12 Sept 1944 to 10 Feb 1945.
- ★ CALHOUN, William L., Vice Admiral, USN, Miami, Fla.: Staff of ComSoPac, 18 Oct 1942 to 7 Dec 1942.
- ★ CARLSON, David E., Capt., USN, Chevy Chase, Md.: Head of the Wage Administration and Classification Branch of the Office of Industrial Relations, Jan 1944 to Oct 1945.
- ★ CHARLTON, Alexander M., Rear Admiral, USN, Omaha: DepChief of Office of Procurement and Material, Assistant Chief of Office of Production Branch, 3 Feb 1943 to Oct 1945.
- ★ CLARK, Robley W., Capt., USN, Honolulu: (posthumously), Operations Officer on staff of ComMinePac, 14 Oct 1944 to 1 May 1945.
- ★ CROWLEY, John D., Comdr., USN, Concordia, Kans.: CO, *uss Flier*, SouWesPac, 2 Aug to 13 Aug 1944.
- ★ DANIS, Anthony L., Capt., USN, Washington, D. C.: Aerological Section, Opera-

tions Division, staff of CinePac/Poa, Mar to 1 Sept 1945.

- ★ DAVIDSON, Richard R., Lt. (jg) USNR, Los Angeles: Invasion of Sicily, Porto Empedocle, from 25 July to 30 July 1943.
- ★ EWING, Edgar A., Comdr., USNR, Pinehurst, N. C.: Machine Tools Division, Office of Procurement and Material, 22 May 1942 to Oct 1945.
- ★ FERGUSON, James W., Comdr., USNR, Fairfax County, Va.: Chief of Special Rating Section, Chief of Products Division, in Office of Procurement and Material, 1 Aug 1942 to Oct 1945.
- ★ FINK, Carl K., Capt., USN, Washington: CO, *uss Baltimore*, during action at Kyushu-Okinawa, 17 Mar 1945.
- ★ FLAHERTY, John J., Lt., USNR, Battle Creek, Mich.: Duty with the atomic bomb project, 30 June 1944 to 7 Aug 1945.
- ★ FORBES, G. W., Jr., Lt. Comdr., USN, Stonington, Conn.: CO *uss Bluefish*, action against Japanese, 25 June to 29 July 1945.
- ★ FOSHAY, William W., Lt. Comdr., USNR, Port Chester, N. Y.: Assistant counsel and counsel for BuShips, Dec 1942 to Oct 1945.
- ★ FUQUA, Samuel G., Capt., USN, Los Angeles: Force operations officer, SerFor-7thFlt, 9 Jan to 15 Aug 1945.
- ★ GINDER, John K. B., Capt., USN, Annapolis, Md.: ComDesRon21, action against Japanese, Aug 1944 to June 1945.
- ★ GINGRICH, John E., Rear Admiral, (then Capt.) USN, Chicago: CO, *uss Pittsburgh*, during action at Kyushu-Okinawa, from 17 Mar to 15 Aug 1945.
- ★ GOOD, Howard H., Rear Admiral, USN, Seattle: Director base maintenance division, CNO, 2 June 1943 to 31 Aug 1945.
- ★ GORMAN, Frank J., Rear Admiral, USCG, Washington, D. C.: Chief finance officer, 7 Dec 1941 to Mar 1943, chief finance and supply officer, Mar 1943 to June 1945.
- ★ GRASSIE, H. J., Capt., USN, Cohasset, Mass.: OinC of Progress Section of Office of Assistant CNO for Material, 19 Nov 1942 to 14 June 1944.
- ★ HILLENKOTTER, Roscoe H., Capt., USN, Washington, D. C.: Director of Planning and Control, BuPers, 15 Aug 1944 to 24 Sept 1945.
- ★ HINDMARSH, Albert E., Comdr., USNR, Alexandria, Va.: Office of CNO, 10 June 1940 to 22 Oct 1945.
- ★ HOLMES, Wilfred J., Capt., USN (Ret.), Honolulu: OinC Combat Intelligence at Joint Intelligence, Pacific, 7 Sept 1943 to 1 Sept 1945.
- ★ JACOBS, Albert C., Capt., USNR, Ann Arbor, Mich.: Administrative head of casualties and benefits programs, 1 Sept 1942 to 27 July 1944; director Dependents Welfare Division, BuPers, 27 July 1944 to 24 Sept 1945.
- ★ JOHNS, John G., Capt., USN, New London, Conn.: ComOPTraGrp for submarines, May 1944 to Sept 1945.
- ★ JOHNSON, Harvey F., Rear Admiral, USCG, Baltimore: Engineer-in-Chief of USCG, throughout World War II.
- ★ KOCH, Ralph A., Capt., USN (Ret.), Fairbury, Neb.: Special assistant to Assistant Chief of BuPers, 13 Sept 1941 to Jan 1946.
- ★ KRICK, H. D., Capt., USN, Richmond,



The Hoist (NTC, San Diego)  
"A table for three, please."

# ★ DECORATIONS

## Legion of Merit (Cont.)

Ind.: Duty with OpDiv, Staff, CincPac/Poa, 25 July 1944 to 1 Sept 1945.

- ★ LAWSON, Jacob F., Lt. Comdr., USN, Long Beach, Calif.: CO, USS *Grasp*, action against Japanese during landings in Philippines.
- ★ LEE, Fitzhugh, Capt., USN, Owings Mills, Md.: Public information officer, staff, CincPac/Poa, April to 1 Sept 1945.
- ★ LINDLEY, Elwood, Capt., USNR, Richmond, Calif.: Head of tanker operations in naval transportation service, assistant director of tanker and petroleum division in office of CNO.
- ★ LOCKWOOD, Luke B., Lt. Comdr., USNR, Riverside, Conn.: Counsel for Industrial Readjustment Branch of Office of Procurement and Material, July to 19 Dec 1944.
- ★ MAYER, John A., Comdr., USNR, Rosemont, Pa.: Establishment and direction of office of Naval Officer Procurement, Apr 1942 to Nov 1944, Assistant management adviser, BuPers, Nov 1944 to Nov 1945.
- ★ MAYO, Arthur H., Rear Admiral, USN, Westfield, N. J.: Supply CO, Naval Supply Depot, Oakland, Calif., Jan 1943 to Aug 1945.
- ★ MCDUGAL, Christopher B., Lt. Comdr., USNR, Chicago: Assistant to Chief of Procurement Legal Division, Office of Under SecNav, Assistant Counsel in Office of Counsel, BuSandA, Exec. officer in Office of General Counsel, DepNav, 21 July 1942 to 1 Jan 1945.
- ★ MCMAHON, Frederick W., Rear Admiral, USN, New Haven, Conn.: DepComAirForPacFlt, Aide and chief of staff to ComAirForPacFlt, Oct 1944 to Sept 1945.
- ★ MAAS, Melvin J., Col., USMCR, Saint Paul, Minn.: CO Air Base, Kadena on Okinawa, 25 May 1945 and at Awase on Okinawa, 11 July 1945.
- ★ MEALE, John H., Lt. Comdr., USNR, White Plains, N. Y.: Assistant counsel, counsel for BuSandA., 14 Nov 1942.
- ★ MERRING, Harry L., Rear Admiral, USN (Ret.), Chevy Chase, Md.: Chief of Industrial Readjustment Branch of Office of Procurement and Material, 2 Aug 1944 to 12 Oct 1945.
- ★ MICHEL, Carl, Rear Admiral, USPHS, Washington, D. C.: Chief medical officer USCG since July 1940.
- ★ MILLS, Leslie, Comdr., USNR, White Plains, N. J.: Head of Accounting Division, Executive assistant to chairman of Navy Price Adjustment Board, Navy representative on various joint committees, 22 July 1942 to 27 Sept 1945.
- ★ MOREELL, Ben; Vice Admiral, USN, Washington, D. C.: Duty in connection with production of 100-octane gasoline.
- ★ NEBLETT, Thomas B., Capt. (then Comdr.) USN, Potomac, Md.: Exec. officer, USS *Randolph*, Atlantic and western Pacific, 11 Aug 1944 to 23 June 1945.
- ★ PARADISE, Maurice E., Comdr., USNR, Chicago: OinC Naval Training Center, Harvard University, 3 Oct 1942 to 7 Aug 1945.
- ★ PARK, Charles A., Rear Admiral, USCG, Arlington, Va.: Chief operations officer USCG, July 1942 to Oct 1945.
- ★ PARKER, Ralph C., Capt., USN, Berkeley, Calif.: Analytical Section, Operations Division, Staff of CincPac/Poa, 13 May 1943 to 1 Sept 1945.
- ★ PARSONS, Sherrill A., Capt., USNR, Washington, D. C.: Duty with administration of material inspection service, 1 July 1942 to 31 Aug 1945.
- ★ PINE, James, Rear Admiral, USCG, Concord, N. Y.: Superintendent, USCG Academy, Oct 1941 to Sept 1945.
- ★ REDMAN, John R., Capt., USN, Washington, D. C.: CO USS *Massachusetts*, action against Japanese, 2 May 1945 to 31 Aug 1945.
- ★ REED-HILL, Ellis, Commodore, USCG,

- Bronx, N. Y.: Chief of Public Information Division, 1 Aug 1940 to 11 Oct 1945.
- ★ RING, Morton L., Rear Admiral, USN, Chevy Chase, Md.: Chief of Supply Section, Logistics Division on Staff, CincPac/Poa, Western Carolinas, Iwo Jima, Ryukyu Islands, 7 Aug 1944 to 1 Sept 1945.
- ★ RIVERO, Horacio, Capt., USN, Puerto Rico: Exec Officer, USS *Pittsburgh*, Nansei Shoto operations on 5 June 1945.
- ★ ROBBINS, Thomas H., Jr., Rear Admiral, USN, Washington, D. C.: CO of aircraft carrier in action against Japanese, 1 July to 15 Aug 1945.
- ★ SCHLESINGER, George C., Comdr. (then Lt. Comdr.), (MC), USNR, New York, N. Y.: Medical officer during landings on Luzon.
- ★ SCHOALES, Dudley N., Comdr., USNR, Scarborough-on-Hudson, N. Y.: Principal assistant in Office of Procurement and Material, 2 Oct 1942 to Oct 1945.
- ★ SEBALD, William J., Comdr., USNR, Washington, D. C.: Head of Pacific Section, Combat Intelligence Division of Headquarters of CincPac 1 July 1943 to 31 Aug 1945.
- ★ SHELDON, Luther, Jr., Rear Admiral, (MC), USN, Washington, D. C.: Assistant to chief of BuMed, 26 June 1940 to 25 Nov 1944.
- ★ SMALL, John D., Commodore, USNR, Evanston, Ill.: Exec. officer and chief of staff to chairman of War Production Board, 22 Sept 1944 to Oct 1945.
- ★ SMALL, William D., Capt., (MC), USN, Scarsdale, N. Y.: Logistics Division, staff of CincPac/Poa, 19 Dec 1943 to 1 Sept 1945.
- ★ SPEARS, William O., Rear Admiral, USN (Ret.), Chattanooga, Tenn.: Director of Pan-American Division of Office of CNO, 23 Jan 1942 to 31 Aug 1945.
- ★ SPRUNG, Emmett E., Capt., USN, Chevy Chase, Md.: DepChief of Office of Industrial Relations, office of UnderSecNav, 20 Jan 1944 to 9 Oct 1945.
- ★ STRATTON, Dorothy C., Capt., USCG, Washington, D. C.: Director of the Women's Reserve.
- ★ TAYLOR, Edmund B., Comdr., USN, Winchester, Mass.: ComDesDiv operating in Pacific, 1 Nov 1943 to 31 Mar 1944.
- ★ THORP, Wakeman B., Capt., USN, New London, Conn.: Chief of staff and war plans officer for subs, Atlantic, July 1944 to Aug 1945.
- ★ TOMLINSON, William G., Capt., USN, Washington, D. C.: ComNavFor, in an outlying base from Jan to Dec 1944.
- ★ WEBSTER, Edward M., Commodore, USCG (Ret.), Washington, D. C.: Chief of Communications Division, Office of Operations, USCG, 1 June 1942 to 25 Oct 1945.
- ★ WHITE, Dudley A., Capt., USNR, Director of recruiting and induction, 16 Mar 1942 to 31 Aug 1945.
- ★ WHITMYRE, George R., Comdr., USNR,

- New Haven, Conn.: Senior salvage officer, Manila, Mar 1945.
- ★ WILEY, Tova P., Comdr., USNR, Alameda, Calif.: Assistant director of Waves, 11 Oct 1943 to 30 Oct 1945.
- ★ WILTSE, Lloyd J., Rear Admiral, USN, Coronado, Calif.: Assistant chief of staff, administration, CincPac/Poa, 5 Apr 1942 to 26 Aug 1943.
- ★ WOOD, Robert W., Capt., USNR, Arlington, Va.: Special assistant, to Chief of Naval Personnel, 1 Apr 1943 to July 1945 and 1 Sept to 27 Dec 1945.
- ★ YOUNG, Edwin J. S., Comdr., USN, Ocean Grove, N. J.: Exec of aircraft carrier, 1 Sept to 16 Dec 1944.

## DISTINGUISHED FLYING CROSS

### Gold star in lieu of fourth award:

- ★ SMITH, Kenneth D., Lt., USNR, Port Arthur, Tex.: Night fighter pilot, USS *Enterprise*, Pacific.

### Gold star in lieu of third award:

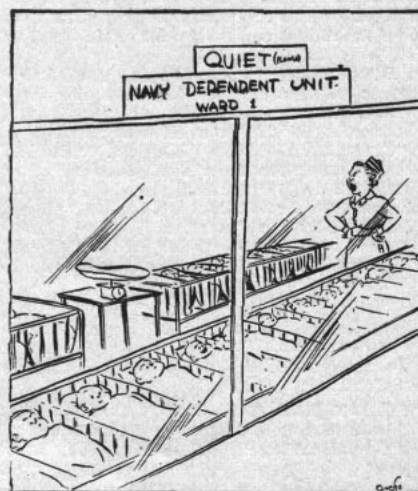
- ★ SMITH, Kenneth D., Lt., USNR, Port Arthur, Tex.: Night fighter pilot, USS *Enterprise*, near Okinawa, 11 Apr 1945.

### Gold star in lieu of second award:

- ★ ALLISON, Robert M., Lt. Comdr., USN, Burbank, Calif.: Forty combat missions, forward Pac areas, 25 Mar to 23 June 1945.
- ★ HARRIS, Edwin L. Jr., Lt. Comdr., USN, Severna Park, Md.: Pilot, PatBomRon149, SoWesPac area, 1-24 June 1945.

### First award:

- ★ ADAMS, Milton L., Lt. (jg), USNR, Pittsburgh, Pa. (MIA): Bomber fighter pilot and division leader of BomFitRon94, USS *Lexington*, off Hokkaido, 14 July 1945.
- ★ ALLISON, Robert M., Lt. Comdr., USN, Burbank, Calif.: Twenty combat missions, forward Pac areas, 25 March to 23 June 1945.
- ★ BAYLIES, Lawson H., Lt., USNR, Yucaipa, Calif. (MIA): Fighter pilot, USS *Lexington*, over Japan, 17-18 July 1945.
- ★ BROWN, Clifford A., ARM3c, USNR, Hamilton Square, N. J.: Gunner and radio operator, dive bomber, USS *Bennington*, near Kure Naval Base, 19 Mar 1945.
- ★ BROWN, Charles H., Ens., USNR, Hopedont, W. Va.: Dive-bomber pilot, USS *Randolph*, Tokyo area, 16 Feb 1945.
- ★ GATES, Billy V., Lt. Comdr., USN, Warrington, Fla. (MIA): CO CompRon83, USS *Sargent Bay*, near Volcano and Ryukyus, Is., 16 Feb to 26 Mar 1945.
- ★ HOLMES, William N., Lt., USNR, Oakland, Calif. (MIA): Pilot and exec. TorpRon16, USS *Randolph*, Tokyo Plains area, 10 July 1945.
- ★ JOHNSON, Clarence R., Ens., USNR, New Haven, Conn. (MIA): Pilot, TorpRon86, USS *Wasp*, off Honshu, 28 July 1945.
- ★ MORRIS, Alfred L., Ens., USNR, St. Louis, Mo. (MIA): Pilot and section leader, BomFitRon94, USS *Lexington*, Nagoya area, 30 July 1945.
- ★ JAMBOR, Joseph J., CEM, USNR, Cleveland, Ohio: Crew member, USS *Hull*, Philippine Sea, 18 Dec 1944.
- ★ MARTIN, Wilber R., Jr., RdM1c, USN, Sheridan, Wyo.: For rescue of a shipmate, SoWesPac area.
- ★ MATTEOLA, Wallace A., S1c, USNR, Lexington, Ky.: For rescuing a man in Subic Bay, 9 Aug 1945, while attached to USS *Howard W. Gilmore*.
- ★ MILLER, Calvin P., B1c, USN, Miles City, Mont. (posthumously): Boilermaker, USS *Hull*, Philippine Sea 18 Dec 1944.
- ★ PAIN, Rodney H., Lt. (jg), USCGR, N. Hollywood, Calif.: For rescuing a man, 4 Oct 1944, territorial waters of the U. S.
- ★ VAUGHAN, Archie L., CMM, USN, Kingsburg, Calif. (posthumously): Chief of watch of engineering plant, USS *Hull*, Philippine Sea, 18 Dec 1944.



The Stethoscope (Naval Hospital, Seattle, Wash.)  
 "All right you guys, on your feet! This is field day."



## BRONZE STAR MEDAL

### Gold star in lieu of third award:

- ★ LEIGH, Charles F., Lt. Comdr., USN, Hempstead, Long Island, N. Y.: Torpedo and gunnery on USS *S-42*.
- ★ TYREE, John A., Comdr., USN, Waterford, Conn.: Exec and navigator, USS *Finback*.

### Gold star in lieu of second award:

- ★ CAVENAGH, Robert W., Capt., USN, New Philadelphia, Ohio.: ComDesDiv, Seventh Fleet.
- ★ EDDY, Ian C., Capt., USN, New London, Conn.: CO, USS *Pargo*.
- ★ EUBANKS, Leon S., Comdr., USN, New London, Conn.: Assistant approach officer, USS *Bonefish*.
- ★ GOOCH, Floyd W. Jr., Lt. Comdr., USNR, West Newton, Mass.: Officer-of-deck, USS *Spearfish*.
- ★ MITCHELL, Edward A. Capt., USN, Washington, D. C.: CO of a U. S. cruiser.
- ★ NEWMAN, John F., Capt., USN, Chevy Chase, Md.: Executive assistant to Assistant Chief of Staff for Administration, CincPacI Poa.
- ★ RUFF, Lawrence E., Comdr., USN, Troy, N. Y.: CO, USS *Dyson*.
- ★ WILCOX, Gifford, Lt., USNR, Woburn, Mass.: On U. S. submarine.
- ★ YEAGER, Howard A., Capt., USN, Topeka, Kans.: Exec of USS *Nevada*.

### First award:

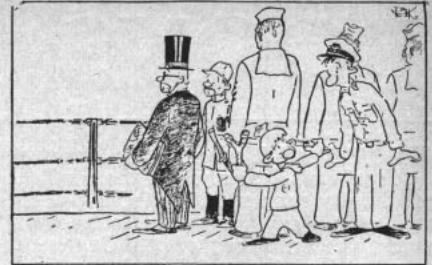
- ★ ALAUX, Roger L., Lt. Comdr., USNR, Oakland, Cal. (posthumously): Net officer, ComMineCraftPacFlt.
- ★ ANDERSON, Paul R., Capt., USN, Statesville, N. C.: Operational communications officer, CincPac.
- ★ BANNISTER, William K., Lt. Comdr., (MC) USNR, Lima, Ohio: Medical officer on Luzon.
- ★ BICKLEY, Nathan A., Lt., USNR, Abilene, Tex.: On board USS *Blenny*.
- ★ BRADY, Parke H., Comdr., USN, Washington, D. C.: CO, USS *Hailey*.
- ★ BRODIE, Robert A. Jr., Comdr., USN, Owensboro, Ky.: Screen commander of task unit near Okinawa.
- ★ CECIL, Charles P., R. Adm. (then Capt.), USN, Charleston, S. C. (posthumously): CO, USS *Helena*.
- ★ COFFIN, Philip R., Capt., USN, Mercedes, Tex.: Staff of CincPac.
- ★ CONNOLE, David R., Lt. Comdr., USN, Madison, Ill. (MIA): CO, USS *Trigger*.
- ★ COOPER, Clifford S., Capt., USN, Salt Lake City: Staff of CincPac.
- ★ COYE, John S., Comdr., USN, Worcester, Mass.: CO, USS *Silversides*.



Tadcen Topics (TadCen, Camp Elliott)

"And this is one of our prize findings. He was frozen back in the 20th century."

- ★ DAUM, Arnold E., Lt Comdr., (then Lt.) USNR, Washington, D. C.: Instructor at CIC Training Center, Ocracoke, N. C.
- ★ DOCKUM, Donald G., Comdr., USN, Missoula, Mont.: CO, USS *Young*.
- ★ ECKHOFF, Frederick J., Capt., USN, Brooklyn, N. Y.: Chief of Staff for Phib For 9.
- ★ FIRTH, Maxim W., Comdr., USN, Washington, D. C.: CO, USS *Claxton*.
- ★ FISH, Guy., Capt., (MC), USN, Indian Lake, N. Y.: Medical officer on staff Commander Aircraft, CenPacFor.
- ★ GOLDSBOROUGH, Paul, Capt., USNR, Minneapolis: On staff of CincPac.
- ★ GOTTLIEB, Jacob M., PhM2c, USNR, Lance Creek, Wyo. (posthumously): Attached to Marines on Saipan.
- ★ GRASSIE, Herbert J., Capt., USN, San Diego, Calif.: CO of a U. S. battleship.
- ★ GRIGGS, John B. III, USN, Annapolis, Md.: Diving officer of U. S. submarine.
- ★ HALCOMB, Fred, Lt., USN, Greenbelt, Md.: Salvage officer in Manila.
- ★ HAUGEN, Lawrence T., Capt., USN, Minneapolis: Planning officer, Navy Yard Pearl Harbor.
- ★ HEYWORTH, Lawrence, Jr., Lt., USN, Chicago: With ComSubPac.
- ★ HULE, Byron S., Jr., Comdr. USNR, Arlington, Va.: CO salvage unit Manila-Subic Bay.
- ★ KIEHL, Elmer, Capt., USN, Chevy Chase, Md. (posthumously): ComTransDiv50.
- ★ KURTZ, Thomas R. Jr., Comdr., USN, Lakewood Village, Long Beach, Calif.: Assistant fleet comm officer for fleet and amphib operations, CincPac.
- ★ LEACH, John D., Capt., USNR, San Francisco: Staff of CincPac.
- ★ MAGNER, William J., Comdr., USNR, Brighton, Mass.: Salvage officer Manila-Subic Bay.
- ★ MASON, Charles P., R. Adm., USN, Pensacola, Fla.: ComNab 14th ND.
- ★ MCKECHNIE, Arnold W., Capt., USN, Norfolk, Va.: Exec. of USS *Bon Homme Richard*.
- ★ MCKINNEY, Joseph D., Capt., USN, San Anselmo, Calif.: CO, USS *Marshall*.
- ★ MILLER, John F. P., Capt., USN, Honolulu, T. H.: Attached to Navy Yard Pearl Harbor.
- ★ MITCHELL, Edward A., Capt., USN, Washington, D. C.: CO, USS *Salt Lake City*.
- ★ MOORE, Michael U., Lt., USN, Takoma, Wash.: On board USS *Raton*.
- ★ MORGAN, Gail, Capt., USN, Porter's Falls, W. Va.: CO of U. S. NAS, Midway.
- ★ NIBBS, Alan M., Comdr., USN, Mobile Ala.: Comm. Officer on USS *Portland*.
- ★ OFFER, John P., PhM2c, USNR, Lawrence, Mass. (posthumously): With Marines in Marianas.
- ★ O'GRADY, James W., Comdr., USN, Washington, D. C.: Air officer on USS *Wake Island*.
- ★ PETRASUNAS, Joseph, GM2c, USN, Sacramento, Calif.: On USS *San Diego*.
- ★ PHILLIPS, Neill, Capt., USN, Newport, Ark.: Commander of radar picket ships, Okinawa.
- ★ PIPAL, George H., Lt., USNR, Washington, D. C.: In Comm. dept. on USS *Nashville*.
- ★ POPE, Edward J. Jr., Lt., USNR, Arlington, Va.: Exec. and Boat Captain of *PT 129*.
- ★ SANFORD, Wayne H., Jr., CETM, USNR, Chickasha, Okla.: Radar operator USS *Croaker*.
- ★ SCHUMM, Brooke, Capt., (then Comdr.), USN, Berkeley, Calif.: On USS *San Diego*.
- ★ SIMPLER, Leroy C. Comdr., USN, Lewes, Del.: Served on board a U. S. carrier.
- ★ SOUZA, Manuel Jr., Sgt., USMC, Bridgewater, Mass.: Action on Okinawa Shima.
- ★ SOWELL, Ingram C., Rear Admiral, USN, Lawrenceburg, Tenn.: CO of battleship division, Pacific.
- ★ STEWART, James R., Lt., USNR, Easton, Kans. (MIA): On staff of fast carrier task group, commander, off Japan, 19 Mar 1945.
- ★ Strong, Robert C. Jr., Lt. Comdr., USN,



The Missourian (USS *Missouri*)

"Boswell, please, the war is over."

- Arlington, Mass.: For service in Philippines, 22 to 25 Apr 1942.
- ★ TAYLOR, Edmund B., Comdr., USN, Lima, Ohio: CO of a destroyer division.
- ★ TAYLOR, Joe, Capt. (then Comdr.) USN, Pensacola, Fla.: Air officer, USS *Franklin*, 30 Oct 1944.
- ★ THARPE, Mercer M., Lt. Comdr., USNR, Atlanta (posthumously): Assistant air officer and OinC of flight deck, USS *Bismarck Sea*, Luzon and Iwo Jima invasions, 3 Jan to 21 Feb 1945.
- ★ THRO, Clinton J., Capt., USN, Washington, D. C.: Supply officer in forward area, CenPac.
- ★ TICHENOR, Lawrence S., Capt., USN, (Ret.) Pacific Beach, Calif.: Assistant harbor and channel control officer, Pearl Harbor.
- ★ WATKINS, George R., Lt., USNR, Oakland, Calif.: On USS *Franklin*.
- ★ WEBSTER, James T., Comdr., USNR, Fountain City, Tenn.: On USS *Barb*.
- ★ WESTMORELAND, Roy E. GM1c, USNR, Jackson, Miss.: Gun captain on USS *Blenny*.
- ★ WILTSE, Lloyd J., Rear Admiral, USN, Coronado, Calif.: CO of cruiser division.
- ★ WYSE, Frederick C., Jr., Lt. Comdr., USN, Spartanburg, S. C.: Assistant approach officer on U. S. warship.

## FOREIGN AWARDS

### George Medal (by New Zealand):

- ★ LUNDQUIST, Thorsten V., RM3c, USNR, Portland, Ore.: For action at Funafuti, Ellice Is., 4 Dec 1944.

### Croix De Guerre (by France):

- ★ SENN, Elliott, Capt., USN, Greenville, Miss.: For service during operations for liberation of France.



The Hoist (NTC, San Diego)

"This is your new make-up artist—he used to be a camouflage expert in the Navy."

# BOOKS: WORKING OF JAP MIND STUDIED IN NEW BOOKS

FROM Pearl Harbor to the time of Hirohito's descent from the howdah of divinity numerous books have been written to explain to the occidental world the workings of the Japanese mind and of the social structure and morals it has created. In books recently supplied to ships and shore stations for their libraries, this study again is taken up by two authors, one of them an American of Japanese ancestry. "The Japanese Nation," by John F. Embree, and "Japanese Militarism, Its Cause and Cure," by John M. Maki, are additional source material for understanding the conquered nation and the problems of occupation.

Mr. Embree approaches the subject with the perspective of an anthropologist and applies the methods of that science in a "social survey" of Japan. He concentrates on government, religion, education and family relationships, leaving the more material aspects of the nation's culture to other authors.

He declares that it is easier for Europeans and Asiatic peoples to understand the Japanese because they also possess a feudal inheritance. In his introduction he says:

"It is difficult for an American to understand the nature of Japanese culture. It is an Old-World Asiatic culture in contrast to the U. S., a New-World, machine-age culture, with a population just now being fused into a single people. The peasant background, age-old traditions and cultural homogeneity characteristic of Asiatic and European nations alike are notably absent from modern America . . . Japanese feudalism had its earlier European parallel; the closeness of family ties and arranged marriages of Japan can be found also in France; the emphasis on the state as against the individual is as characteristic of Germany or Soviet Russia as of Japan."

## Key to Strength

However, there is one similarity between the development of the U. S. and Japan which Mr. Embree points out—the transformation of both countries during the last century from predominantly agricultural to industrial nations.

Their school system is the key to much of the strength of the Japanese before the war, he finds. Within the educational framework lay the seeds of the intense supernaturalism which sent the Japs to war.

In concluding his book Mr. Embree asserts that the Japanese were "far and away in the lead of all Eastern Asia so far as education and literacy, public health and industrialization are concerned." He predicts a coming of age of China and Malaya and says that Europe and America must withdraw economic and colonial control of those areas or a second war in East Asia will result.

Mr. Maki, whose "Japanese Militarism, Its Cause and Cure" was published shortly before the war ended, has made the study of Japan his life work and at one time was on the faculty of the University of Washington. His thesis is that the ideas upon which Japanese militarism is based must be crushed before a peaceful Japan can be created. This requires the stamping out of the oligarchic structure of Japanese politics and economics and the conception of emperor worship, "roots from which the evil weeds of aggression have grown."

## Revolution Advocated

He points out that the vacuum resulting from this pruning process must be filled and advocates the introduction of ideas of democracy, liberalism, and socialism. Such a revolution will have to be fashioned by the occupying forces, because there is little chance that the impetus for such a change will come from within Japan itself.

Japan's history lacks an equivalent of the French and Russian revolutions, the Reformation and the Renaissance, a fact which Mr. Maki contends explains the evils so apparent in Japanese society. He argues that if in the past there had been a bona fide uprising of the people, instead of conflicts between rival oligarchies, Japan would not have launched her recent aggression.

The inside story of the Burma road told from the Chinese viewpoint is the theme of another book recently dis-

tributed, "The Building of the Burma Road," by Tan Pei-Ying. Many aspects of this engineering achievement have previously been covered in books and magazine articles but this is the first time a Chinese official has told the story.

It is an informal and undramatic account but it has a hero—the Chinese coolie. Proper credit is given to the occidental and Chinese engineers who directed the building of the vital highway but ranking all in heroism are the thousands of coolies, men, women, and children who hewed out the road by hand labor through some of the most difficult terrain in the world.

## Stone by Stone

Mr. Tan was managing director of the Yunnan-Burma Highway administration from 1938 to 1942, when Japanese occupation of Burma forced abandonment of the project and caused its partial destruction.

He recounts the construction obstacles overcome, the difficulties of administration, the disease and accident toll among the laborers and gives a graphic description of coolies chipping stone by hand for the road bed, and "planting" the chips as if they were sowing rice.

As the author says:

"The picture of these millions upon millions of stones all put in place individually conveys more clearly than anything I can think of the tremendous mass effort on the part of hundreds of thousands of obscure toilers that went into the construction. Only their endless patience and devotion, their magnificent endurance of hardships and hazards of all kinds, fatigue, illness, accidents and death, made it possible for China to have her life line."



Official U. S. Coast Guard photograph  
THIS COASTGUARDSMAN and thousands of other servicemen who have served in the Orient are getting to know Asiatics, but the gap is broad.





SKILLS which the Navy found valuable during wartime will be emphasized in training of reserves. Aim will be to keep reserves abreast of latest techniques. At left is shown a gun crew, at right Navy aerographers plot a wind sounding.

# THE ENLISTED RESERVE

## Opportunity to Climb Up Through the Ranks Is Assured Navy Men

**E**NLISTED NAVAL Reservists during the postwar years will have the opportunity to advance through the ranks from apprentice seamen to CPO and possibly attain warrant or commissioned status under a training program planned by BuPers. The program includes classroom work with modern training devices, shop work for all artificer rates, shipboard instruction the year 'round and resumption of the popular prewar summer training cruises to foreign ports. The plan includes officer training as well.

Speed of advance through the rates will be comparable to that of men on active duty with the fleet, dependent upon merit and interest shown in the reserve program. The training plan is tailored to keep reservists abreast of rapid technical advances in materiel and the resulting changes in naval tactics. BuPers pointed out vast quantities of Navy gear already have been assigned to reserve training and the most modern new equipment will be available as soon as it is obtained by the active fleets.

Training devices will include BuOrd's latest gunnery and fire control installations, including projection machines similar to dome trainers to teach actual shooting. Working models of steam and mechanical machinery, piping and fittings will be available for engineering study, as will a new damage control trainer now being worked out by the Navy's special devices experts. Electronics will be a large part of the program. Frequen-

cies already have been assigned on which various reserve units at naval armories throughout the nation may talk with each other while training with new Navy transmitters and receivers. Courses in electricity will carry students from fundamental circuits through advanced electronics, using Navy radio and radar gear.

Armories will be an integral part of the program, housing training facilities and providing space for classrooms, lectures and motion pictures.



Official U. S. Navy photographs

RESERVE training will preserve the skills of such men as this aerographer of Marine flight group in Solomons.

Complete workshops will be available in which men of the artificer branches may perfect Navy skills, and incidentally, in most cases, increase their civilian trades and hobbies.

Boats and ships will be assigned to training divisions operating near navigable water. In conjunction with the Marine Corps Reserve and National Guard, training will emphasize amphibious operations. Combatant types will be available at such localities to provide station ship facilities and realistic training.

Organized reservists and some inactive volunteer reservists will go to sea on summer cruises, training aboard ship and enjoying the privilege of liberty in foreign ports.

BuPers emphasized the training and recreational gear in armories will be available for use of any reservist when not being used by an organized class. Quantities of new sports equipment have been turned over by the Navy to the training program.

Divisions already are being organized on a voluntary basis, and will go on a pay basis after 1 July.

Any former Navy man is eligible for the activity. If he does not know where the nearest division is located he may write the commandant of his naval district or write direct to BuPers.

The program will be open to enlistment of men who are not Navy veterans. Enlistment requirements will approximate those of the regular Navy and enlistment is being carried out at Navy recruiting stations and SepCens. Enlistment in the naval reserve will, in effect however, be confined to veterans so long as a selective service act remains in effect.

# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

● **THE PRESENT** 15-day annual leave policy for naval personnel will continue during the transition period from a wartime to a peacetime Navy, BuPers sources said.

Following formal declaration of the war's end, it is probable the Navy will resume a general 30-day leave policy which will cover shore-assigned men as well as those on duty afloat. However, BuPers emphasizes that the exigencies of the service must govern policies in regard to leave.

At present rehabilitation leave grants men returning from a year's sea duty or overseas assignment the equivalent of 30 days annual leave, if conditions permit.

● **THE HOUSING SITUATION** offers little encouragement for men either in or out of the U. S. continental limits.

"There will be no new permanent housing ready for occupancy in the Pacific before July 1947," a high ranking officer in touch with the situation has said. "And maybe none then," he added.

Funds, material and labor are requisites before houses can be built. Funds for housing were in the Navy budget estimate which was drastically reduced by the Bureau of the Budget before it was sent to Congress. (See page 41.)

Materials are short. In some cases lumber and cement on hand could very well be used for building homes. The pinch is felt in the matter of plumbing and electrical fixtures, stoves, refrigerators and similar items which mark the difference between home and mere shelter.

The Navy reports that in the Pacific area—Alaska, Hawaii, the Marianas and the Philippines—16,000 family units are required. Only 2100 are available. Some 2000 of these are on Oahu, Hawaii. The remainder are thinly spread in the other areas.

Some interim housing will be provided. Wherever possible, Quonset huts, BOQ's and in some cases hospital quarters will be converted to housing units. The Navy emphasizes that any housing provided must be adequately apportioned among enlisted men, junior officers, and senior officers.

The Navy is fully aware of the critical nature of the housing situation and is doing everything it can to meet it. Civilian as well as service needs must be considered. Approval has been given for the use of naval facilities in the Pearl Harbor area for emergency civilian housing. Preference will be given veterans and civilian employes of the Navy. Within the U. S., more than 4700 housing units excess to the needs of the Navy have been released for the housing of veterans. These include Quonset huts, barracks, officers' quarters and miscellaneous buildings. Nearly 2300 such units have been transferred by the

Navy in California, some 1800 in Rhode Island, and lesser numbers in 10 other states.

But concerning service personnel, the Navy cautions against raising any hopes of large scale transporting of dependents to Pacific areas. Housing must come first. CincPoa has said he will not authorize any dependent to go to any base until quarters are available. Specifically, no dependent will be allowed to go to Okinawa until and unless housing facilities are provided. A similar decision has been taken with regard to the Japanese Empire. CNO will sponsor no permanent housing on Okinawa "until its status has been more clearly determined on an international level."

● **TEMPORARY** advancements as an inducement for enlisted men to remain on duty until 1 Sept 1946 are not included in present BuPers policy. The reasons are as follows:

It's all due to what may be termed the "Navy's postwar rating structure." Naturally, the Navy must arrive at its eventual peacetime condition with as logical as possible a distribution of personnel in rates. But already the number of CPOs and POs first class, with obligated service—that is, regular Navy men who will remain in the postwar Navy—far exceeds requirements. Spot promotions would aggravate this situation. And since all enlisted promotions are made on a permanent basis, future reversion to lower rates would not be practicable.

To the argument that advancement of a reservist soon to be released would have no detrimental effect on the postwar Navy rating structure, BuPers points out it would be "manifestly unfair to advance such men over their shipmates of the regular Navy." Moreover, BuPers feels such men would gain an unjust seniority if they later decided to remain in the regular Navy.

Wartime promotion policies during the Navy's period of great expansion were liberal, and gave personnel ample opportunity for advancement. It was, for example, possible for an apprentice seaman to make chief in 18½ months as compared to a peacetime minimum of 76 months. The reverse situation is equally true. BuPers points out that in a time of personnel contraction, promotions "must be administered in a manner which will maintain a proper balance of rank and rating."

Advancement of one pay grade was proffered to Waves who agreed to remain on active duty until 1 Sept, 1946. The same inducement was extended to certain officers. BuPers emphasized that retention of such personnel in higher grades will have no effect on the postwar structure of the regular Navy. And the Navy secured the extended services of persons whose training was essential to demobilization and the transition of personnel assignments.

● **ENLISTED MENS'** separation centers now in operation will continue until end of demobilization program, according to BuPers plans. This information followed closing of three more centers at Sampson, N. Y., Toledo, O., and Nashville, Tenn.

There are now 16 centers. These will absorb the load previously handled by the 19, BuPers pointed out. Personnel now on duty in separation centers with training in demobilization disbursing will continue at their present tasks until they individually become eligible for release, it was further reported.

### ● **HONORABLE DISCHARGES**

still come high despite a currently popular notion among general court martial prisoners that upon their release it will be a cinch to exchange a BCD for an honorable discharge with all its rights and privileges.

An effort to squelch such rumors was made by the Chief of Naval Personnel in a recent letter to CO's of all places of confinement which pointed out that the spurious scuttlebutt probably started from distortions of a few current events.

These events include a proposal now in Congress to amend the GI Bill of Rights to permit a review of character of discharge awarded by a GCM, and the present BuPers practice of allowing certain bad conduct discharges to re-enlist six months after discharge.

In an attempt to clarify the misunderstandings, BuPers stated that legislation to permit review of general court martial discharges has been proposed but not enacted. However, the Chief of Personnel emphasized, "It should be distinctly understood that review does not by any means necessarily imply change."

"It means that persons discharged by sentence of general court martial will be permitted to petition the Board of Review for consideration. Change in character of discharges will be directed only when the particular discharge is proven to have been improperly or illegally awarded. The number changed will unquestionably be very few."

The letter stated that re-enlistment of ex-general court martial discharges is not new. BuPers has authorized the re-enlistment of many men who were discharged with undesirable discharges, bad conduct discharges, and even dishonorable discharges for military offenses when their conduct has been good for six or more months after release, and it appeared they would make good on re-enlistment. This privilege is extended in such cases in order that men, by a period of honorable service, may earn the rights and esteem of an honorable discharge and so, to a degree, remove the stigma of their previous misconduct.

The letter warned prisoners against a belief that veterans organizations would come to their rescue. "It is unsound to assume that any veterans organization would sponsor and Congress approve any measure to automatically reward general court martial discharges with the same character of discharge as was earned by those who better served their country," it said.



● **MOST ENLISTED MEN** are interested in working up in their profession. Many want to know frankly their prospects of getting a commission in the postwar Navy.

Reduced to simple terms, enlisted men desiring commissions as ensigns or above should enter one of the various officer candidate programs before they reach the age of 23. Several channels leading to commissions will be open in the peacetime Navy, and opportunities for ambitious young men will be numerous. Older men with specialized experience will be eligible for warrant and commissioned warrant ranks but will have relatively few chances for direct commissions in higher grades.

The Navy's program for procurement and training of officer candidates (see ALL HANDS, December 1945, p. 30) awaits necessary legislation. Final details of the postwar plan have not been fully determined, but every avenue to commissioned rank which is now open to civilians is open to enlisted men with the same standards of age and education applying.

In addition, the Secretary of Navy annually appoints to the Naval Academy 100 men from the USN and 100 from USNR who score highest on entrance exams given on the third Wednesday in April each year.

The candidates must not have reached 21 before 1 April of the year in which their midshipman training begins. They must have been in the service as enlisted men at least nine months by 1 July of that year.

The age limit, however, has been raised to 23 years for any candidate who (1) has served honorably in the armed forces one year or more during the present emergency and (2) possesses all other qualifications required by law (Alnav 7-46; NDB, 15 Jan) (see ALL HANDS, Feb 1946, p. 73).

This month BuPers is publishing a circular letter requesting commanding officers to nominate for the Naval Academy Preparatory School which convenes 1 Oct 1946 men whom they consider suitable for ultimate commissioning in the Navy. Men nominated by the commanding officers and ordered to the school by BuPers will be given until April 1947 to prepare for the Academy examination.

The present aviation training program is open to any high school graduate 17 to 19 or to any man with two years of college 17 through 22 who can pass the qualifying tests. The proposed Naval ROTC program, if enacted in its present form, will be open to nationwide competition with men in service eligible on the same basis as civilians.

All of these channels lead to regular Navy commissions and no man with a high school education is arbitrarily barred from competition providing he has a GCT score of 60 or above.

Outstanding petty officers may advance to officer status as warrant or commissioned warrant officers. Pay and allowance of warrant officers roughly equal those of a lieutenant (jg), and with longer service amount to considerably more. Retirement benefits are liberal. Since warrant

grades are not open to civilian procurement, every warrant officer in the regular Navy will normally be a former enlisted man.

At present a procedure for appointment of enlisted men and warrant officers to commissioned rank is being studied and will be promulgated as soon as approved. The present supply of more than 40,000 officers who were appointed from enlisted grades is more than sufficient for the present demands for USN officers from this source.

The Navy's officer procurement and training policy is based upon the unique needs of the service which differ vastly from those of a civilian organization. The conception of this policy might be quite different if the Navy's only need for officers in peacetime was to fill each billet with a qualified man.

For example, an officer of limited education and aptitude might reach his level as first lieutenant of a destroyer at the rank of lieutenant (jg) and remain in such an assignment for the rest of his Navy career. This would fill the destroyer billet adequately and would suffice for the needs of a static Navy.

But here's the Navy's problem: Its peacetime mission is development, research, training and maintenance *in readiness for war*. When war impends the Navy must be ready to expand its organization many times, adding millions of men and thousands of officers. As many officers as possible must be already qualified for command and other highly responsible duties.

A Navy ready for war cannot afford to fill the comparatively limited number of officer billets available with men not capable of advancing to higher levels of responsibility. Merely to fill the first lieutenant billet on the destroyer is not enough. The billet must be used as one step in the training of officers who will command units of the Fleet at the outbreak of war.

With fewer ships in operation and with the necessity of training as many officers as possible for command, officers must be rotated through many different assignments in peacetime to prepare them for far more responsible positions in time of national emergency.

Using the destroyer as an example again, Navy experience proves that commanding officers of this type of ship should be well under 40. A wide range of training and experience is necessary to qualify an officer for this duty. A destroyer skipper must start young and acquire intensive training and education early in his naval career.

It is almost impossible for him to work his way up in peacetime through the steps of enlisted ratings, then spend a reasonable length of time as a warrant officer, and still get the necessary experience to arrive at command rank at the proper age.

In the EDO branch of the line an officer must have academic instruction through calculus to be able even to take further required studies. There is no substitute for knowledge of calculus in the form of long service or excellent performance.

In the complex Navy of today an enlisted man who aspires to be an officer and who starts with less than a basic education is under a great handicap—one that can be overcome only by the most exceptional individual. "Working up" to be an officer in the modern Navy is comparable to "working up" to be a lawyer or a doctor. In those professions basic training is accepted as necessary. No profession involves greater specialization and responsibility than that of commanding a warship.

## LEGISLATIVE ROUNDUP

**RETIREMENT**—(Public Law 305)—Act provides for readjustment of officer personnel considered essential to a vigorous and efficient postwar Navy; purpose is to provide incentive for younger, more vigorous officers to be appointed to key billets in Navy; act allows reserve officers, upon release to inactive duty, to hold highest rank attained while on active duty; nearly 42,000 enlisted men and warrant officers who received temporary commissions now in position to retire as officers if they serve sufficient time on active duty; signed 21 Feb 1946.

**FLEET RESERVE**—(S 1438)—Bill reinstates "16-year Fleet Reserve" for personnel now serving in regular Navy or who enlist within 120 days after bill's enactment; bill liberalizes retirement and retirement pay provisions applicable to Fleet Reserve; also would revive reenlistment allowances suspended during war; passed Senate; passed House with amendments; still pending in Senate committee.

**ATOMIC TESTS**—(House Joint Resolution 307)—To authorize use of naval vessels to determine effect of atomic weapons thereon; passed House 12 March.

**LONGEVITY CREDIT**—(Public Law 309)—Credits certain service by members of Army, Navy, Marine Corps, Coast Guard, Coast and Geodetic Survey and Public Health Service prior to reaching 18 years of age for purpose of computing longevity pay; signed by President 6 March 1946.

**AID TO CHINA**—(HR 5356)—To provide assistance to the Republic of China by augmenting and maintaining a naval establishment; passed House 12 March.

**CODE INFORMATION**—(S 805 and HR 2711)—Prohibits disclosure of information secured through official sources by government employees on any code, cipher or cryptographic system except on lawful demand by Congressional committee; passed Senate, under consideration in House.

**OTHER MEASURES**—Various bills have been introduced which pertain to voting by members of the service, to grant enlisted men certain benefits in lieu of accumulated leave, and to extend the Selective Service Act. No action has been taken on these measures. When and if such action is taken, ALL HANDS will report it. See also legislation reported on pages 8, 74 and 76.

# THE BULLETIN BOARD

POSTING MATTERS OF PARTICULAR INTEREST AND IMPORTANCE TO ALL HANDS

## Discharge Scores for Specialty Rates Reduced to General Level by 2 June

All high-point specialty rates are reduced to the general critical discharge score level for enlisted personnel, effective 2 June, according to Alnav 131-46 (NDB, 15 March).

All male specialists on the "restricted" list will receive a four-point cut in their required scores on 15 May to a 28-point total. At the same time the level for all other male enlisted personnel and remaining specialists will be lowered two points to 26. On 2 June restricted specialist scores will be dropped to 24, catching up with the general list at that point.

Totals needed by all restricted female rates will equal the general level for enlisted female personnel on 15 May.

The reduction of points for all naval personnel is shown in the box on this page.

On 1 April discharge credits for all men in the Marine Corps dropped two points to 38 while those for women slipped from 16 to 13 points. Subsequent changes follow: 1 May, 33 points for men, 8 for women; 1 June, 28 points for men, 4 for women; 1 July, 25 points for men, 0 for women. After 1 July, 30-months' service also will make a Marine eligible.

After 1 July, length of service in MarCorps will be the chief factor in determining eligibility for discharge, although the point system will be retained in consideration of parenthood and of the few personnel who have combat credit but less than 25 points. It is now anticipated that practically all Selective Service and Reserve personnel will be separated from the Marine Corps by September. Present estimates indicate that under the projected demobilization program approximately all personnel with combat service who are not regulars will be mustered out by mid-summer.

A lowering in points required for discharge from the Coast Guard was announced last month and the following point lineup is effective:

15 April—male officers, 36; male yeoman, storekeepers and pharmacist's mates, 34; other male enlisted, 29; Spar yeomen, storekeepers and pharmacist's mates, 22.

2 May—male officers, 35; male enlisted, 28; male yeomen, storekeepers and pharmacist's mates, 32; Spar officers, 25; Spar yeomen, storekeepers and pharmacist's mates, 21, and other Spar enlisted, 19.

The Navy demobilized 67,267 of its personnel during the week ended 9 March to bring its overall total to 1,868,799. During the week ended 8 March, the Marine Corps released

8,897, boosting its total to 269,956, and the Coast Guard separated 3,320 to make a total of 97,366. Each Branch is ahead of its demobilization schedule.

During the month of February the Army released 690,000 men and women to civilian life making a grand total of 6,374,000 releases since the demobilization program got under way on 12 May, 1945. The February releases were 190,000 in excess of the 500,000 anticipated. It was the seventh straight month in which performance has eclipsed predictions.

Seppen Sampson, N. Y., and Toledo, O., were scheduled to be closed for Navy separatees the first of this month and area revisions have taken place so that those normally routed to the above centers will be absorbed by others. Hereafter, Seppen Lido Beach, L. I., will serve Connecticut, New Jersey and New York; Seppen Bainbridge, Md., will serve Delaware, Maryland, Pennsylvania, West Virginia, and District of Columbia; and Seppen Great Lakes, Ill., will serve Indiana, Illinois, Kentucky, Michigan, Ohio and Wisconsin. (Navact 24-46, NDB, 28 February, 1946).

The separation unit for Women's Reserve officer and enlisted personnel and Navy Nurse Corps officers at

Memphis, Tenn., was disestablished last month. It was replaced by a new separation unit at the Naval Receiving Station, Naval Repair Base (Algiers), New Orleans, La., which is absorbing the geographical area formerly served by the Memphis unit.

## Waves Desiring to Join Husbands Overseas May Ask Discharge

Waves desiring to join their husbands overseas in areas to which dependents may travel may request separation regardless of date of marriage, length of service, number of demobilization points or military necessity, by AlStaCon 131345 March.

Waves not eligible for discharge under this policy are enlisted Waves who waived their discharge privileges and agreed to remain on duty until 1 Sept 1946, and all Waves whose husbands are in areas not open to travel by dependents (see p. 70).

In addition to this new policy, a Wave may be separated under the following conditions: If her husband is a veteran of World War II, a former member of the Merchant Marine who was disabled, a World War II serviceman who has been medically surveyed for limited duty or hospitalized awaiting limited duty or separation or if she is married and has had one year of active duty.

## CRITICAL SCORES AGAIN LOWERED

Reduction in discharge points for Navy personnel from 15 April to 15 June is shown in the chart below. Scores for all high-point specialty rates will be reduced to the general discharge score for enlisted personnel by 2 June.

	15 April	2 May	15 May	2 June	15 June
<b>NEW CRITICAL SCORES</b>					
Male commissioned and warrant officers (except those classified MC and naval aviators in flight status) . . . . .	36	35	34	32	30
Male officers classified MC—doctors . . . . .	45	44	42	40	39
Naval aviators in flight status (ensigns) . . . . .	20	20	20	20	20
Naval aviators in flight status (other than ensigns) . . . . .	23	22	21	20	20
Female officers . . . . .	26	25	24	23	22
Nurse Corps . . . . .	26	25	24	23	22
Male enlisted personnel (except those listed below) . . . . .	29	28	26	24	23
Male watertenders (except WT [CB]); machinist's mates (except MM [CB] and MMG); chief commissary stewards, ship's cooks, bakers, electrician's mates (except EM [CB]); specialists (C) classification . . . . .	33	32	28	24	23
Male yeomen and storekeepers (except SK [CB] stevedore); specialists (I) punch card accounting machine operators; specialists (X) transportation; hospital corpsmen with speciality physical therapy (PHT) or occupational therapy (OT) and assigned to continental U. S. naval hospitals or U. S. naval special hospitals . . . . .	34	32	28	24	23
Male storekeepers (CB) stevedore; watertenders (CB); machinist's mates (CB); machinist's mates gas; electrician's mates (CB) . . . . .	29	28	26	24	23
Female enlisted personnel (except those listed below) . . . . .	20	19	19	18	17
Female yeomen, storekeepers and specialist (I) punch card accounting machine operators . . . . .	22	21	19	18	17
Female hospital corpsmen in same categories as male corpsmen listed above . . . . .	21	19	19	18	17



## Navy Announces List Of Enlisted Ratings Open to USN Transfers

Changeover of enlisted USNR and USN-Is to the regular Navy, except for CB and specialist ratings, has been limited to the ratings specified in AlNav 112-46 (NDB, 15 March) and listed below. New budget restrictions for the fiscal year 1947 necessitate a reduction in the previously contemplated personnel strength of the postwar Navy. Regular Navy personnel in many ratings already exceed the reduced requirements.

The Alnav specifies that ex-reservists and ex-inductees may enlist (or reenlist) in USN at recruiting stations within 90 days of discharge only in rates held at discharge provided such rates are open to enlistment and reenlistment. All other eligibility requirements also must be fulfilled.

Voluntary reductions in rate will not be authorized for the purpose of discharge and immediate changeover to USN.

Except as modified in Alnav 112-46, Bupers Circ. Ltr. 41-46 applies with respect to requirements for changing over to USN. Instructions contained in Alnavs 374-45 and 51-46 for changeover of CB and specialist ratings remain in effect.

The ratings for which changeovers will be authorized:

**Seaman Branch:** FC3c, S1c, S2c and AS.

**Artificer Branch:** RM3c, CETM, ETM1c, ETM2c, ETM3c, CRdM, RdM1c, RdM2c, RdM3c, CM3c, SF3c, M3c, M13c, PM3c, CSAI, SAI1c, SAI2c, SAI3c, SAO2c, SAO3c, CSAD, SAD1c, SAD2c, SAD3c, Ptr2c, Ptr3c, MM3c, MMG3c, MMR2c, MMR3c, MMS2c, MMS3c, MoMM2c, MoMM3c, EM2c, EM3c, WT3c, Flc and F2c.

**Aviation Branch:** ACMB(AG), ABM(AG)1c, ABM(AG)2c, ABM(AG)3c, ACBM(CP), ABM(CP)1c, ABM(CP)2c, ABM(CP)3c, ACBM(GA), ABM(GA)1c, ABM(GA)2c, ABM(GA)3c, ACBM(PH), ABM(PH)1c, ABM(PH)2c, ABM(PH)3c, AEM2c, AEM3c, ACETM, AETM1c, AETM2c, AETM3c, AM3c, AOM3c, AFC3c, AOMT3c, AR3c, AerM2c, AerM3c, PhoM2c, PhoM3c, PtrV2c, PtrV3c, SKV1c, SKV2c and SKV3c.

**Special Branch:** Y2c, Y3c, SK2c, SK3c, SKD2c, SKD3c, Prtr3c, CPtrrL, PrtrL1c, PrtrL2c, PrtrL3c, PrtrM2c, PrtrM3c, SSMB1c, SSMB3c, SSMC1c, SSMC2c, SSMC3c, SSMT1c, SSMT2c, SSMT3c, SSML1c, SSML2c, SSML3c, PhM3c, HA1c, HA2c, Bug1c, Bug2c, CMaM, MaM1c, MaM2c and MaM3c.

**Commissary Branch:** SC3c, Bkr-3c.

**Steward's Branch:** StM1c, StM-2c and StM3c.

## Advancement in Rating Requirements Raised

Service and mark requirements for advancement in rating have been raised for pay grades 1 through 5 effective 10 March, according to Al-

Nav 113-46 (NDB, 15 March). This modifies encl. A to BuPers Circ. Ltr. 297-44. (NDB July-Dec 1944).

The revised chart of requirements

Pay Grade	Service Requirement	Mark Requirement	
		Proficiency	Conduct
6	no specified time	none	none
5	3 months	none	no mark less than 3.5 for 3 months
4	4 months	no mark less than 3.5 for 3 months preceding advancement	no mark less than 3.0 and an average not less than 3.5 for 6 months
3	9 months	no mark less than 3.0 and an average no less than 3.5 for 6 months	no mark less than 3.0 and an average not less than 3.5 for one year
2	12 months and 36 months total active service with sea duty of at least 6 months in pay grades 3 and/or 4	no mark less than 3.0 and an average not less than 3.5 for 9 months	no mark less than 3.0 and an average not less than 3.5 for one year
1A	36 months with sea duty of at least 12 months in pay grade 2	no mark less than 3.0 and an average not less than 3.5 for 2 years preceding advancement	no mark less than 3.0 and an average not less than 3.5 for 2 years preceding advancement
1	12 months sea service in pay grade 1A	requirements unchanged	

## Men Holding Engineering Rates Can Now Request Duty in Navy Recruiting

Men holding engineering rates again may apply if otherwise eligible, for recruiting duty and will be placed on the waiting list for that assignment, BuPers announced. Such applications have been automatically returned not approved recently due to shortage of trained engineering personnel in the fleet.

Briefly, to qualify for recruiting assignment men must meet requirements for transfer to shore billets established in BuPers Circ. Ltr. 327-45 (NDB, 31 Oct 1945), which states applicants must have two years service remaining in current enlistment or enlistment extension or agree to reenlist, and that they must have served continuously at sea or on foreign duty four years.

Specific requirements for recruiting duty include, in addition: (1) CPOs and POs first class in rates other than aviation, radio, bandsmen or bugle-master only may apply (2) CO endorsement of the application must state qualifications as to education, character, personality and neatness, good conduct, Navy knowledge and general knowledge, fitness to meet public on independent duty, lack of foreign accent and legible handwriting. For fuller details of requirements see BuPers Manual, D-7025.

BuPers emphasized the waiting list for recruiting duty is long and that relatively few men are ordered to this duty compared to numbers ordered to other shore assignments.

## Beneficiary Payments Up to \$1500 Tax-Exempt

Lump sum payments made to the widow or other beneficiary of an AV(N) officer under section 12 of the

Naval Aviation Cadet Act of 1942 may be excluded up to \$1,500 from federal income tax reports, Commissioner of Internal Revenue has announced. The widow or beneficiary only reports as gross income for Federal tax purposes amount of the lump sum payment in excess of \$1,500.

This modifies information in ALL HANDS (August 1945, p. 74) which stated that lump sum payments made to a widow or beneficiary of an AV(N) officer constitute gross income for tax purposes to the beneficiary for the year in which received.

## Nonrated USN Personnel Can Now Advance in CBs

Nonrated USN personnel may advance when qualified to most construction battalion ratings to fill vacancies in allowance, under Alnav 97-46 (NDB, 28 February).

CB rates are now open to fully qualified regulars, with exception of coxswain (stevedore), boatswain's mate (stevedore), gunner's mate (armor) and storekeeper (stevedore) ratings. Heretofore, only USNR (except Fleet Reservists) and USN (I) personnel were eligible for advancement in CB rates.

## Discharged Personnel Can Repay Loans Direct

Naval personnel receiving loans from Navy Relief or the American Red Cross on an allotment pay-back plan will be informed of the unpaid balances of these loans if they are discharged without having met their obligations. Thereafter they will remit loan payments directly to the organization concerned. Under Alnav 118-46 (NDB, 15 March, 1946) the Navy is not responsible for determining that after discharge borrowers pay the remaining installments on their loans.

## Biggest Headaches for Fast Mail Service Are Demobilization, Fewer Plane Flights

Where's my mail?

After the why-can't-we-go-home question, this is the No. 1 inquiry among Navy men. Sailor writes home, wants to know why no letter. Parent writes to congressman, says letters have been dispatched with usual regularity, why no delivery? Congressman writes to Navy Department: Why?

Well, there is a problem. The Navy recognizes it and is doing all it can to get the mail through. The biggest reason for delay in the delivery of mail is demobilization. Here are some of the difficulties:

- Men are leaving their stations, heading for home or for new posts.
- Men just entering the service are in transit to new permanent stations. This may take a considerable time.
- Demobilization has cut into the numbers of personnel who handle mail despite the fact that large numbers of mail ratings were frozen in the service for more than six months after V-J day.

• The number of aircraft flights available for transport of mail has been reduced 77 percent, while the mail to be carried has decreased only 47 percent (January figures). During the war the rapid development of air transport made it possible to deliver air mail letters from the U. S. east coast to far Pacific bases in five to eight days. Fast surface transportation was readily available. Fleet units were held together in operating groups and operations were planned in advance. This made it possible to key mail to designated points and insure prompt delivery.

With the end of the war the mail service was faced with a new set of problems. Return of large numbers of men to the U. S. and changes in fleet organizations and ship movements made very difficult rapid delivery of mail. Air flights to and within the Pacific area were curtailed due to release of flight personnel.

Men just heading out for assignment have the most trouble receiving mail. Say you are just entering the

Navy and are sent to boot camp. While at camp you receive your mail in good shape. Then you are assigned to "draft No. 1111"—that means a group of men sent out in a body—and you travel to San Francisco. You have told your parents your draft number and while at San Francisco you continue to receive mail. Then your draft is assigned to a station in the Philippines area and you go aboard ship for transportation. At Pearl Harbor the draft is broken up and, instead of the Philippines station, you are assigned to a DE. Your mail still goes to the draft number. You have now told your correspondents to send no more mail to draft No. 1111, to send it to your ship instead. In the interim, however, your mail is going to the draft number in the Philippines. Arriving there, your mail is sent to your ship, last heard of at Pearl. When it arrives back at Pearl, you and your ship have shoved off for Manila. And so it goes.

Delivering "draft" mail is like trying to get mail to a person traveling by auto from East to West coast when the delivering party does not know what route the traveler is taking.

Men sent home for discharge are instructed to leave with their ships or stations a permanent forwarding address. Any mail received for them will be sent directly to that address. If no such address is left, mail will be returned to sender.

Not the smallest problem of the mail service is that of personnel to handle mail. Demobilization drew out many men with civilian postal experience who had serviced mail since early in the war. In an effort to offset this, the Navy "froze" discharge points for mail ratings for many months. On 1 November 1945 a mail rating required 44 points for discharge; most other men needed 41. On 1 December the relation stood at 44 and 39, on 1 January 44 and 38. Points dropped to 36 for mailmen and 34 for most others on 2 February and it was not until 2 March that mail ratings became eligible for release with most other rates at 32 points.

To give a conception of the magnitude of the mail service job, letters sent from the Pacific Ocean Areas to the U. S. in 1945 totaled 1,578,707,580; from U. S. to POA, 1,529,055,250, or a figure of 3,107,763,100 letters handled. These do not include registered mail, papers, or parcel post.

The Navy Mail Service is exerting every effort to provide fast delivery of mail, despite curtailment of air and surface transportation and other troublesome tieups. You can do much to help the service and yourself by promptly and correctly advising your correspondents and local Navy post offices of your new address whenever made necessary through change of duty station of release from the Navy.

## 28-Week Course Offered For Aviation Radiomen; AETM To Be New Rating

Qualified USN ARM3c and ARM2c, including combat aircrewmembers, are eligible for a short course of approximately 28 weeks for the new rating of AETM—aviation electronic technician's mate.

Assignments under quotas allotted to ComAirPac, ComAirLant and CNATra will be made for duty under instruction at NATechTraCen, Ward Is., Corpus Christi, Tex. Beginning 30 May 1946, and every week thereafter, ComAirPac will transfer five men for such training, ComAirLant three, and CNATra two. The first class will convene 3 June 1946 and there will be a new class every week thereafter. All men selected for schooling must serve for at least two years from the date of their school entrance.

A minimum GCT score of 60 has been set for all personnel selected to fill these quotas and as far as practicable all selections will be made from men serving longest tours of duty in forward areas. Applications will be made through regular command channels. In view of the intensive course of instruction, only the best qualified personnel will be picked and graduates will be rated AETM of at least equal pay grade.

BuPers has established the school to provide naval aviation with petty officers qualified as aviation electronics technicians capable of performing collateral duties as combat aircrewmembers.

Last month ALL HANDS announced the requirements for assignment to ETM training. In addition to those USN rated men eligible for this course (ARM, RM, EM, AEM, SoM, and RdM), all other personnel are eligible who previously passed the Eddy Test but who were not selected for radio materiel training. These are also to be USN with at least two years of obligated service who have GCT and MKE scores of 55 or better.

## Awards After Discharge Formally Presented If Desired by Recipient

Personnel on terminal leave, inactive duty or separated may be formally presented any awards approved for them since they left active service, according to Alnav 67-46 (NDB, 15 February).

The Alnav provides that such awards, above the Commendation Ribbon, shall be forwarded to home naval districts of recipients, and district commandants will communicate with individuals concerned to find out whether formal presentation is desired.

Presentations will be arranged by the commandants, if desired by recipients, or awards will be delivered direct by mail.

The Commendation Ribbon and awards of lesser rank will be mailed direct to recipients.



The Oak Leaf (Naval Hospital, Oakland, Calif.)  
"Here's mud in your eye, Joe."



## Tentative Final Dates For U. S. Campaign Medal Eligibility Announced

Tentative final dates upon which personnel may become eligible to wear the three area campaign medals were stated in Alnav 108 (NDB, 15 March). Closing date for the European-African-Middle Eastern Campaign Medal was 8 Nov 1945, and for the American Area and Asiatic-Pacific Campaign Medals was 2 March 1946.

These dates are still tentative, BuPers pointed out, inasmuch as the Executive Order in which they are stated has not been signed by the President. The Navy and War Departments recommended the Order to the President.

No authorizations to wear these medals will be granted for service extending beyond the dates given. Service records of enlisted personnel will be reviewed and corrected accordingly and authorizations for officers in conflict with Alnav 108 automatically are cancelled.

Service qualifications for wearing of all three medals included 30 days service in the prescribed areas or combat duty in the areas, or one years service in CLUSA in the case of the American Theater Medal, service in all cases to have been completed prior to the dates given above.

## Here's How To Start That New Hobby Program; Job Sheets, Plans Ready

Does your CO want to start a hobby shop for naval personnel?

BuPers is preparing detailed instructions for about 30 hobby activities, about 10 of which will be ready for distribution by 15 April (see ALL HANDS, March 1946, p. 30), Illustrated instruction pamphlets, hobby craft job sheets, construction plans and shop layouts will be mailed, with work shop furnishings and machine and hand tool equipment furnished to naval activities on request. BuPers will aid activities in procuring materials for the various hobbies.

Among the hobbies for which plans are available are leathercraft, pottery, metal craft, photography, machine shop, art, fly tying, book binding, art metal, stone cutting, weaving, model airplanes and ship models.

Success of the hobby programs will depend on initiative of the men of the individual activities in using materials at hand to construct work shops and machines BuPers said. Quonset huts can be erected for work shops and materials for hobby work can be obtained by the Navy, for base-price sale to naval personnel.

Activities desiring hobby programs may submit to BuPers information on type of hobbies desired, space available for work shops, complement of ship or station and personnel available with experience in hobby craft programs.

Included in the hobby craft activities are: machine shop, cabinet shop,

foundry, welding (acetylene and electric), forging, ornamental iron, sheetmetal, art metal jewelry, electroplating chemistry, ceramics (pottery), clay modeling, glass blowing, stone cutting, wood and soap carving, plastics, wood turning, wood finishing, archery, weaving, photography, engraving, radio model airplanes model automobiles, model ships and boats, model railroads, leather work, printing (hand press) linoleum block printing, silk screen printing, graphic arts, gardening and fly tying (fishermen).

## Legion Of Merit Not Depreciated By New Citation Directive

Alnav 93-46 (NDB, 28 February) affirmed that the Legion of Merit was in no way depreciated by the recent directive which placed it next after the Silver Star in precedence on the uniform. Alnav 49-46 (NDB, 31 January) had stated new order of precedence on the uniform for the three medals concerned as Distinguished Service Medal, Silver Star, Legion of Merit.

BuPers pointed out last month that a SecNav all ship and station letter dated 13 Feb 1946 (NDB, 15 February, art. 46-319) stated rules to distinguish combat-awarded Legion of Merit and Bronze Star decorations from those awarded for service. A quarter-inch bronze block letter "V" is worn in the center of the ribbon if the award was made for performance

of duty in actual combat. No more than one "V" shall be worn. Subsequent decorations are indicated by gold stars for each additional award or silver stars to indicate five awards of the same decoration.

BuPers will publish a list in a future NDB of personnel authorized to wear the "V". COs may authorize wearing of the "V" for awards previously made where the citation clearly shows the award is for combat, subject to approval by BuPers. Such authorization is to take the form of a letter addressed to the officer concerned with copy to BuPers, or appropriate entry in the service record in the case of enlisted men. Future citations for these decorations will indicate whether the award involves combat.

## Gold Shoulder Marks, Gilt Buttons May Now Be Worn With Grays

Gold shoulder marks and gilt buttons again may be worn with officers' gray working uniform, according to Alnav 123-46 (NDB, 15 March). Gray shoulder marks and blue-black buttons are optional.

This cancelled Alnav 53-44 and SecNav Ltr 44-264 (NDB, Jan-June 1944) and added the following to note 4 Enc. A SecNav Ltr 43-1199 (NDB, cum ed 1943): "When the gray working uniform is worn, gold shoulder marks and gilt buttons or gray shoulder marks and blue-black buttons are optional."

## BARBED WIRE DUTY NOT TOTAL LOSS

Anyone who was a prisoner of war knows it was tough duty. But lots of liberated personnel, known as "Ex-POWs" don't know that the Navy is out to give them a square deal. That time spent behind the barbed wire wasn't for nothing.

Enlisted Ex-POWs, except CPOs (permanent appointment) are entitled to an initial advancement in rating upon return to U. S. Naval jurisdiction, and, for a period of eight months after reporting to their new duty stations following medical processing and rehabilitation leave, they may be promoted by their new commanding officers without regard to vacancies when professionally qualified, until they reach the rating they presumably would have had if they had not been captured.

Under present regulations these advancements are made retroactive for seniority purposes only as far back as possible. Pay for new ratings does not begin until the date the rating is actually effected.

When medical treatment is over, bringing an ex-POW back to full strength, he is entitled to rehabilitation leave up to 90 days, depending upon his length of detention by the enemy and his physical condition.

Enlisted men who were former prisoners will not be sent to sea duty for their first assignment unless they specifically request it, and are allowed to name the naval district or river command where they wish to serve.

Liberated personnel generally speaking will be given "special consideration" on requests for navy training courses.

Officers who have been liberated from enemy prison camps are being offered refresher courses in gunnery, radar, firefighting and damage control to bring them up to date on all developments since their capture.

The policy closing officer procurement of enlisted men recommended for promotion to the rank of warrant and commission officers does not apply to enlisted men who have been prisoners of war. This will allow capable men who were CPOs or 1/c petty officers at time of capture to receive consideration for appointment to warrant or commissioned ranks upon recommendation of present commanding officer.

Detailed information for ex-POWs is contained in BuPers Circ. Ltr. 39-46 (NDB, 15 February).

## Transportation Regulations Are Relaxed For Navy Dependents Traveling To U. S.

The government will provide transportation under certain conditions for dependents of naval personnel traveling from overseas to a point of their selection within the continental limits of the U. S. under Alnav 119-46 (NDB, 15 March). Formerly dependents were provided transportation only to point of duty, or to a point of selection that would not exceed the travel cost to point of duty.

Alnav 119 replaces sub headings (a), (b), (c), and (d) of paragraph 3, SecNav Ltr. 46-66 (NDB, 15 Jan 1946), and provides the following:

- Except as specified below, transportation for dependents arriving in the U. S. from overseas is authorized from port of entry in the U. S. to any point of selection by personnel or their dependents within the U. S.

- For personnel assigned to permanent shore duty in the U. S. or discharged, no further transportation of dependents is authorized except that personnel above 4th pay grade are entitled to transportation of dependents on subsequent permanent change of station as heretofore.

- For personnel assigned permanent shore duty in U. S. subsequent to travel of dependents to points of selection, dependents are allowed transportation from point of selection to point of duty.

- If personnel are presently assigned duty overseas or have been discharged or released with home address overseas and dependents have not performed any travel the transportation authorized is from dependents location overseas to duty station or home address overseas.

### Dependents Can Travel To United Kingdom Now

Dependents of naval personnel on active duty in the United Kingdom (England, Ireland, Scotland and Wales) may travel there beginning 1 April if housing is available and if the applicant requesting their transportation will be on duty at least six months, according to Alnav 89-46 (NDB, 28 February).

For transportation purposes naval personnel are divided into categories

A and B. (see art. 2505 USN Travel Instructions). Personnel in category A, in pay grade three or above and on permanent duty in the United Kingdom or attached to ships having home port or home yard there, are given priority over personnel in category B, who are in pay grades below three and on permanent duty in the United Kingdom or attached to ships having home port or home yard there.

Personnel in category A may submit applications for transportation of dependents to their commanding officers on BuSandA form 33 in quadruplicate accompanied by three sets of certified copies of all orders incident to their being assigned to present duty. Applications will be forwarded to BuPers via ComNavEu and dependents will be notified after arrangements are made for transportation.

Travel for personnel in category A is authorized under the regulations outlined above for the following localities: Norway, Sweden, Denmark, Greece, Turkey, Russia, Egypt, Lebanon, Tangiers and Finland.

Personnel in category B may submit applications in letter form via the same chain of command, but need not enclose copies of orders. Dependents of personnel in this category will be furnished transportation by government transport only, and must travel at their own expense from their home to the point of embarkation and from the point of debarkation to their future residence overseas. In addition, a charge for meals in transit will be made: about \$1.25 per day for adults, 62 cents for children between 4 and 12, and 25 cents for children under 4. Dependents of personnel in category A will have all expenses paid by the government. Travel at personal expense is discouraged as no assurance can be given that reimbursement will be made.

Dependents can expedite their transportation—processing of applications usually takes about two months—by having their immunization shots at the time application is made.

### Commercial Air Travel Available to Dependents

Dependents of Navy and Marine Corps personnel legally entitled to transportation may now be furnished commercial air transportation provided it does not exceed the cost to the government for rail transportation between the same points. This ruling was provided by Alnav 96-46 (NDB 28 February).

The Alnav modifies Art. 2509-3 (B) (5) Travel Instructions which had, during the war years, prohibited furnishing of air transport to dependents because airlines were crowded with priority passengers and freight.

Alnav 96 applies to transportation requests issued before travel is per-

formed. As in the past when travel already has been performed by dependents legally entitled to it, reimbursement will continue to be made in authorized amounts allowed between given points regardless of means of travel.

Restrictions against issuing any transportation to dependents involving excess costs remain in effect.

### Navy Men on Leave Now Can Visit Outside U. S. If CO Authorizes

Navy personnel on leave may make unofficial visits to Alaska, the Canal Zone, Hawaii, Puerto Rico, Virgin Island, Bermuda, Canada, Cuba and Mexico without obtaining specific permission from BuPers if leave is authorized by the CO, according to AlStaCon of 2 March 1946, (022235).

Unofficial visits may be made to the interior of Mexico if a tourist pass is obtained from a Mexican consul and if civilian clothes are worn (see BuPers Circ. Ltr. 178-45 and 276-45). No tourist passes are needed for visits other than to Mexico if leave papers are properly filled out designating the locality to be visited but civilian clothes cannot be worn except when authorized in an off duty status.

No government transportation will be available for leave outside of the U. S.

### New and Handier Edition Of Regs Being Prepared

A new and handier edition of Navy Regulations is being written and will be published this year. The revised edition will be of a standard 8-by-10½ inches page size and will be enclosed in a thin binder to permit ready insertion of changes.

Navy Regs is being revised to reflect war experiences and recent changes in administration and organization. New regulations dealing with amphibious operations, aircraft commands, sea frontiers and other recent developments of warfare will be included in the 1946 edition. The last general revision of Navy Regs was made in 1920, although 26 printed changes have been made since that time.

A 10-man board preparing the new edition is composed of: Rear Admiral Alexander Sharp, USN, president; Capt. John D. Kelsey, Capt. Thomas B. Dugan, Capt. Willard J. Suits, Capt. George J. Dufek, Capt. Cyrus D. Bishop (SC), Capt. William E. Eaton (MC), (Ret.), Capt. Robert H. Meade (CEC) and Comdr. George A. Rosso (ChC), all USN, and Lt. Col. John Malcolm Davis, USMC. Capt. Francis W. Laurent, USN (Ret.), is counsel to the board, and Lt. Richard H. Maurer, USNR, is recorder.

The Navy has asked Congress to repeal a law, passed in 1862, requiring that all naval officers be issued Navy Regs. It now is proposed that a sufficient number of the regulations be made available to those concerned at shore activities and on naval vessels.



The Breeze (Mare Island, Calif.)

"What's your hardship case, Green?"



## Foreign Service Posts Open to U. S. Veterans, Armed Forces Members

Naval personnel and Navy veterans will have an opportunity to qualify as foreign service officers this fall under a Department of State program designed to expand this important branch of its activities.

A written examination restricted to honorably discharged vets and qualified active service personnel will be held 30 Sept and 1 Oct 1946. It will comprise four sessions, two each day. Candidates with an average grade of 70 or higher on the written test will be eligible for an oral examination.

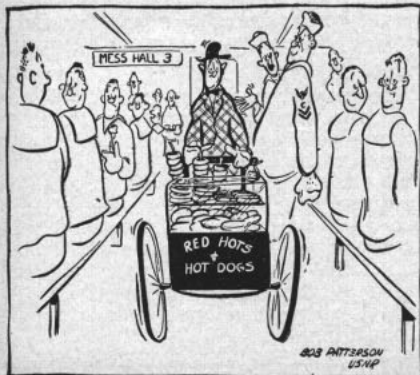
Those whose combined average covering both examinations is 80 or above and who are found to be physically fit will be placed on the eligibility list and recommended to the President for appointment as foreign service officers in one of the unclassified grades.

Veterans may obtain applications for designation to take the written examination from Civil Service regional offices, colleges and universities, offices of the Veterans' Administration or directly from the Department of State. Members of the armed forces can get applications from commanding officers.

If State Department application forms are not available locally by 1 May 1946, interested personnel may write to the Board of Examiners for the Foreign Service, P.O. Box 592, Princeton, N. J., submitting biographical information required by paragraph 3 of BuPers Circ Ltr 40-46 (NDB, 15 Feb 1946), a letter which describes in detail the examination procedure.

Candidates who have been designated to take the written examination will be informed of the center to which they should report to take the test. Arrangements will be made to hold the written examination overseas wherever necessary. Rank or length of service will not be considered in designating applicants.

A candidate can be eligible only if he has the following prerequisites: (1) A member of the armed forces or an honorably discharged veteran; (2) born between 1 July 1915 and 1 July 1925 (3) an American citizen



The Hoist (NTC, San Diego, Calif.)

"But he has an ID card. I'm afraid all we can nail him for is being out of uniform."

and has been such for at least 15 years; (4) if married, his wife (husband) must be an American citizen; (5) has a bachelor's or other equivalent degree from a college or university accredited by recognized national or regional accrediting agencies or, if his college course was interrupted by war service, he must have at the time he submits his application completed approximately three-fourths of the studies required for a bachelor's or equivalent degree; (6) able to read with reasonable facility either French, German, or Spanish.

Deadline for receipt of applications is 17 June 1946.

## Medical Corps USN Sets Entrance Exams for May

Medical Corps USN will conduct its first professional and physical entrance examinations since October 1944 at 29 Naval hospitals from 6 to 10 May, according to the Bureau of Medicine and Surgery. (See AlStaCon date/time 142320 February).

Successful candidates will be appointed as assistant surgeons and acting assistant surgeons with the rank of lieutenant(jg). Applicants for the above vacancies must be graduates of approved medical schools. They must be more than 21 years old and less than 32 at the time of appointment.

USNR medical officers who desire to join USN but lack six-month's active duty as commissioned officers are eligible to take the examinations, according to AlStaCon date/time 211455 February. Those reserve medical officers with six months or more active duty can apply for transfer to USN without taking examinations. (BuPers Circ. Ltr. 288-45 revised.)

Third and fourth year medical students may take tests for appointments as acting assistant surgeons. Successful completion of tests will qualify them for internships in naval hospitals. Third-year students must have completed three years' medical training to be eligible for the examinations.


Candidates for assistant surgeon must be graduates of approved medical schools who have completed interne training in a civilian or naval hospital or who will complete such training within four months of the date of examination.

Tests will be given at the following naval hospitals where supervisory naval examining boards will convene the first Monday in May: Annapolis, Md.; Astoria, Ore.; Bainbridge, Md.; Bethesda, Md.; Brooklyn, N. Y.; Camp LeJeune, N. C.; Charleston, S. C.; Chelsea, Mass.; Corpus Christi, Tex.; Dublin, Ga.; Great Lakes, Ill.; Jacksonville, Fla.; Key West, Fla.; Long Beach, Calif.; Mare Island, Calif.; Memphis, Tenn.; New Orleans, La.; Newport, R. I.; Norman, Okla.; Oakland, Calif.; Parris Island, S. C.; Pensacola, Fla.; Philadelphia, Pa.; Portsmouth, N. H.; Portsmouth, Va.; Quantico, Va.; Sampson, N. Y.; San Diego, Calif.; and Seattle, Wash.

# WHAT'S THE ANSWER?

## Test on Navy Orders

"Orders are orders" is a phrase habitually used by Navy personnel. But would you know the meaning of and be able to carry out the following orders?

- The command "toss oars" means:
  - to begin pulling
  - to raise the oars from the rowlocks to a perpendicular position, blades fore and aft, with the handles resting on the bottom
  - toss the oars overboard
- "Belay that" means:
  - ignore that last order
  - put aside what you are holding in your hand
  - obey immediately that last order
- "Heave short" means:
  - to heave on the windlass until the anchor chain is horizontal
  - to heave on the windlass until the anchor chain is perpendicular at which time it is said to be at short stay
  - to heave the bow line in on the windlass until stern line is taut
- "Hit the deck" means:
  - all hands in the engine room lay up to the main deck
  - dive for the deck to escape shell fragments
  - veille
- "Turn to" means:
  - right or left standard rudder until the ship is turned 90 degrees
  - keep silent about the deck
  - commence ship's work
- In the sketch at right the seaman has just carried out which of the following orders?
 
  - "Break the five flag"
  - "Run up the captain's laundry"
  - "Make colors"
- "Two-block it" means:
  - shift the line so as to take the wear in another place
  - run the signal up to the yardarm, signal understood
  - run the signal up to the yardarm, signal not understood
- "Take a strain" means:
  - put the line under tension
  - hold the line until it breaks
  - put more effort into the job at hand
- "Mind your helm" means:
  - polish the helm
  - steer the course
  - mind your own business
- "Shore up" means:
  - steer the ship into port
  - end of liberty
  - to prop up

ANSWERS TO QUIZ ON PAGE 74

## New Boards Are Set Up To Recommend Senior USN Officers For Retirement

The process leading to retirement of Regular Navy officers whose services can no longer be utilized, under authority of a new retirement act (Public Law 305—79th Congress) which the President signed on 21 February, got under way on 21 March.

A special board headed by Fleet Admiral William F. Halsey, empowered to recommend for retirement rear admirals and commodores, on the latter date began reviewing the records of the flag officers in these ranks serving on the active list in the line and staff and not otherwise subject for retirement.

Another board was scheduled to begin reviewing the records of captains, line and staff, on 18 April. There were 3,262 Regular Navy officers serving in the rank of captain as of 1 February.

Individual letters to the rear admirals and commodores, and Alnav 120-46, addressed to the captains, indicated that age, physical condition and ability to perform all duties of their rank—as well as relative professional qualifications—would weigh heavily in determining which officers should be retained and which retired involuntarily.

The boards will turn over their findings to SecNav, who then will submit them to the President for approval or disapproval, in whole or in part.

Such retirement will become effective on the first day of such month as SecNav may set, but not later than the first day of the seventh month after the date of approval by the President. The law also provides authority to consider for retirement those below the rank of captain, although there has as yet been no official indication as to when the records of officers of the rank of commander and below will go before a retirement board to be considered. Legal authority creating the boards to consider officers below flag rank expires on 30 June of the fiscal year following that in which Congress or the President declares the war officially terminated.

The senior board to consider the retirement of major generals of the Marine Corps, headed by Lieutenant General Holland M. Smith, was convened 25 March. The board to consider retirement of brigadier generals of the Marine Corps planned to meet 8 April. A board to consider Coast Guard officers of the permanent rank of captain met on 4 March under the presidency of Rear Admiral Lloyd T. Chalker, USCG, and the records of permanent commanders and lieutenant commanders of the Coast Guard went before another board 26 March. A third Coast Guard board to consider retirement of lieutenants and below will meet at a date yet to be determined.

The retirement act not only authorized establishment of boards to recommend retirement of "surplus" officers but also lowered the retirement age from 64 years to 62, except for fleet admirals.

However, the law provides that retirement under the lowered age limit may not take place prior to 1 Aug 1946, except for officers who attain the old retirement age of 64 years prior to that date. Further, the President may retain certain officers below the rank of fleet admiral until they are 64 but not more than 10 such officers may be on the active list at any one time.

In addition to providing for involuntary retirement of regular officers as part of the process of adjusting naval personnel to postwar needs, the new law provides for voluntary retirement of both regular and reserve officers after 20 years of active service, at least 10 years of which shall have been active commissioned service.

Previously, voluntary retirement with retired pay after 20 years service could be effected only in the case of line officers who had spent the entire 20 years in active commissioned service. The new law, which cuts the required period of active commissioned service in half, benefits officers of the staff corps and all officers temporarily

commissioned from the ranks of enlisted men and warrants—a group which, in general, previously had to wait 30 years to retire.

The new law provides that, except in the case of officers retired for age, retired pay will be based upon the highest rank, whether temporary or permanent, in which each officer served satisfactorily, as determined by SecNav, on or prior to 30 June 1946, unless he was a prisoner of war during World War II.

The stipulation that service in the highest rank must be satisfactory does not apply to retirement for age.

Any officer who was a prisoner of war at any time during World War II will have his retirement rank based upon the highest rank to which he was appointed temporarily under the Act of 24 July 1941, which set up the wartime program of temporary appointments. In most cases, officers who missed temporary promotions while prisoners of the enemy are getting them now, over a period of time, to bring them abreast of their contemporaries in the service.

The law provides that any officer except those retired for age who did not serve satisfactorily in the highest rank to which he was named shall be retired at the next lower rank in which he served satisfactorily but in no case lower than his permanent rank. Retirement in highest rank is mandatory for those retired for age.

The pay percentage for retirement purposes is computed at the rate of two and one-half percent per year for each year of service for which any individual officer is entitled to credit in computation of his pay while on active duty. A fractional year of six or more months shall be considered a full year in computing the number of years of service by which the rate of two and one-half percent is multiplied. This percentage then is multiplied by his active duty base pay, including longevity credit, to determine his retired pay. For example, a lieutenant or lieutenant commander with 20 years' service may retire at 50 percent (2½ times 20) of his active duty base pay (\$325 monthly) or \$162.50 a month.

The ceiling for retired pay, however, is 75 percent of active duty base pay. Rear admirals, who receive no longevity credit, will be paid a flat 75 percent of their base pay.

Enlisted men and warrant officers who received temporary commissions during the war will now be in a position to retire as officers if they qualify under the above provisions. Under a previous law temporary promotions are authorized until 30 June of the fiscal year following the fiscal year in which the war is officially terminated and may be further retained by individuals so promoted for an additional six months.

This means that if Congress or the President declares the war officially terminated at any time prior to or including 30 June 1946, temporary promotions could still be made until

### HOW DID IT START?

#### Commission Pennant

Back in the 17th century when the English and the Dutch were competing for the title "ruler of the seas", Maarten Harpertzoon Tromp, a Dutch admiral, lashed a broom to the masthead of his ship to indicate his intention to sweep the English from the sea. The English admiral replied by hoisting a horsewhip to show that he would roundly chastise the insolent and presumptuous Dutchman. The Englishman carried out his boast and the narrow or coachwhip pennant has since been the distinctive mark of a man-of-war adopted by all nations.

The commission pennant, as it is called today, is hoisted at the main in vessels having two masts. It is blue at the hoist with a union of seven white stars and red and white at the fly in two horizontal stripes. It is flown by all ships except those carrying flag officers or other officials entitled to hoist a personal flag. In the early Navy, the pennant had numerous stars; in the 19th century it had 21. The pennant flown by BBs, CAs, CLs, and large auxiliaries is six feet long and that flown by DDs and smaller ships is four feet long.





30 June 1947, and personnel continued in their temporary ranks until 31 Dec 1947. If the termination of the war is declared after 30 June 1946 and before 30 June 1947, temporary promotions could be made until 30 June 1948 and personnel continued in that status until 31 Dec 1948.

Personnel on the active list are assured by the new law that when they retire they will be advanced to the highest grade or rank in which they served satisfactorily under temporary appointments and that their retired pay will be based upon that higher rank. However, the office of JAG has been asked to determine the application of the combat citation law which provides for one-rank advancement upon retirement of certain officers.

All reservists including Fleet Reservists and Fleet Marine Corps Reservists, and personnel of the retired list, upon returning to inactive duty, will do so in the highest rank or grade in which they served satisfactorily under their temporary wartime appointments. This means that, in the case of retired personnel, their retired pay will be based upon such higher rank. Fleet and Fleet Marine Corps reservists will, when they are ultimately retired, also have their retired pay based on the highest rank in which they served satisfactorily during the war.

These benefits for personnel of the active list, retired list and the reserve components will be retroactive to the date any given individual was retired or placed upon inactive duty upon completion of his service in World War II. This will cover the cases of persons retired or released to inactive duty prior to enactment of the new law.

In general, recall to active duty would be at the higher ranks or grades, and the law specifies that no officer will be deprived by this law of any advancement to which he is entitled by other laws.

Alnav 120-46, notifying Regular Navy captains that their records would be submitted to the retirement board this month, declared in part:

"Complete records including medical records will be submitted to the board. In making its recommendations the board will be instructed to take into consideration not only the relative professional qualifications of the officers concerned, with particular reference to their demonstrated or apparent potential ability to perform all duties of their rank, but also their ages and physical fitness for all duties.

"Any officer in the above-described categories (all Regular Navy captains) may if he desires forward at any time direct to BuPers for delivery to the President of the board so as to be received not later than the convening date of the board a written communication inviting attention to any matter of record in the Navy Department or to any other official matter concerning himself which he deems to be important in consideration of his case. The communication shall not contain

any reflection upon the character, conduct, or motives of or criticism of any officer and shall be forwarded via air mail."

## **BuPers Action Reduces Number of Promotions Of Active Duty Officers**

Two moves designed to reduce sharply the number of officer promotions were made by BuPers during the past month.

The regular monthly *en bloc* promotion Alnavs for lieutenants (junior grade), ensigns and warrant officers with 18 months active service and full lieutenants with 24 months service were discontinued, and Alnav 325-45 (NDB, 15 Oct 1945) authorizing spot promotions was cancelled effective 1 March.

Hereafter, *en bloc* promotions will be based "on needs of the service," according to Alnav 91-46 (NDB, 28 February).

Alnav 91 modifies provisions of Alnav 346-45 (NDB, 31 October) relating to active service in rank necessary for promotions with the stipulation that the 18 and 24-month active service prerequisites now will be minimum requirements for promotion. Alnav 91 further states that new promotion authorities "will be issued at intervals required by existing conditions."

Alnav 100-46 (NDB, 28 February) cancels Alnav 325-45 which permitted commanding officers to recommend any officer not above the rank of lieutenant commander for spot promotion to next higher rank if he agreed to remain on active duty for a period of 180 days after the date he became eligible for release. Those recommendations under Alnav 325-45 submitted prior to 1 March 1946 will be acted upon as in the past. However, those originated on or after 1 March will not be considered.

Promotions which have been effected in the past under authority of Alnav 325-45 and service agreements submitted thereunder are in no way effected by the cancellation message. Alnav 100-46 further points out that in future recommendations for spot promotions commanding officers will be guided by applicable provisions of BuPers' Circ Ltr 95-44 (NDB, January-June, 1944).

Under BuPers Circ Ltr 95-44 spot promotions are restricted by three provisions. No such promotions will be given except to (1) those of flag rank (2) personnel attached to fleet or force units afloat, where it is definitely indicated that higher rank for the individual occupying a particular billet is essential for the administration of his duties; (3) exceptional cases ashore which are clearly necessary in order to assign greater authority and responsibility to the incumbent, and which are so approved by a specific board of three officers not below the rank of captain to be

appointed by SecNav. Unanimous recommendation of this board will be required.

## **Prisoner Rehabilitation Officers Needed By Navy**

BuPers reports an immediate need for officers qualified for duties in prisoner rehabilitation work at naval prisons, disciplinary barracks and retraining commands in Navact 22 (NDB, 28 February).

USNR officers with backgrounds in personnel counselling, psychology, sociology, education or vocational training and USN officers with inclination or aptitude for prisoner rehabilitation work particularly are desired for administrative billets. Billets are open to officers of all grades, USN and USNR. All applicants should be willing to remain on active duty a minimum of six months after assignment.

Commands have been urged to expedite requests. Replacements are needed immediately to fill vacancies caused by demobilization. Requests should be submitted by dispatch to BuPers attn Pers-5213 with COs endorsements indicating availability.

Requests will not be acknowledged. Officer applicants who do not receive their orders within a month should consider they are not required or relief cannot be effected.

## **Applications Requested For One-Year Advanced Communications Course**

Applications from officers are desired for a one-year postgraduate course in communications (applied), classes to convene in July 1946 according to Alnav 105-46 (NDB, 15 March). Alnavs 401-45 (NDB, 30 November) and 48-46 (NDB, 31 January) refer.

Eligible for this advanced training are USN officers of classes 1937-1944 inclusive, and USNR and USN (T) officers of corresponding dates of precedence who request and are acceptable for transfer to USN in accordance with BuPers Circ. Ltr. 288-45 revised (NDB, 15 November). Reserve and temporary transferees should have successfully completed courses in mathematics through quadratics and should have had at least one year of sea duty as of 1 Apr 1946. Sufficient communications duty to demonstrate suitability for further communications training also is required.

On completion of the course assignments will be made to both ship and shore billets. Applicants must submit a signed statement agreeing not to resign during the course and must agree to serve three years after completion of the course.

The former age limit of 27 was cancelled by Alnav 401-45. Deadline date for receipt of applications via official channels in BuPers is extended to 1 May 1946.

## New Legislation and Directives Affecting Officers Take Shape

Congress worked swiftly last month on legislation which would authorize the Navy to increase its regular officer strength. The increase would not, however, bring the Navy to its full projected peacetime size but to an interim officer strength as a stop-gap until the Navy's ultimate size can be determined at a later date.

The interim measure passed the Senate and went to the House and would, if finally approved, allow the Navy to appoint immediately 18,500 additional regular Navy and Marine Corps officers. The largest source of new regulars would, of course, be the file of applications on hand in BuPers from naval reserve and temporary USN officers who wish to transfer to the regular Navy.

In general, legislation and policy directly affecting careers of regular Navy officers and officers who wish to transfer to the regular Navy developed last month as follows:

- **Rank**—A board headed by Rear Admiral Francis S. Low has been meeting and was scheduled to report before month's end on its recommendations with regard to postwar promotion policy and reversion of officers from temporary rank to permanent rank.

- **Pay**—A flat 20 percent pay increase for the armed forces was recommended to Congress by the Navy and War Departments and Congressional hearings tentatively were scheduled before the end of last month (see p. 8).

- **Retirement**—This bill became law late in February. It provides for boards to recommend officers of line and staff in the ranks of rear admiral and below for retirement and further provides that any officer may apply for retirement after 20 years active duty, at least 10 of which have been in commissioned rank (see pp. 72-73).

- **Transfer**—Knottiest questions dealt with transfer of Reserve and Temporary USN officers to the regular Navy. When could such transfers be effected? How many would be allowed? The questions were tied inextricably with considerations of size of the postwar Navy and its budget, questions which could be decided only by Congress. That Congress might soon come up with some answers was evident in the fast-moving measure to establish interim Navy officer strength.

The interim measure (S. 1907) passed by the Senate would increase authorized Navy line officer strength from its present 12,760 to 23,760; Marine Corps from 2,552 to 5,552; Medical Corps from 2,081 to 3,781; Supply Corps from 1,531 to 3,231; Dental Corps from 640 to 1,215; Civil Engineer Corps from 255 to 505; Chaplain Corps from 253 to 528—an overall increase which would approximately double the Navy's officer strength.

Passage of the measure would, in effect, answer the questions of thousands of Naval Reserve and Temporary USN officers hopeful of transfer

to the regular Navy. When the measure becomes law, there will be immediate notification by Alnav of those applications approved for transfer and by letter of those disapproved.

Vice Admiral Louis E. Denfeld appeared before the Senate Naval Affairs Committee to urge the bill's passage. He remarked that demobilization appeared likely to be completed by 1 September and said the Navy is "without legal authorized personnel strength on that date. It takes time to train officers for the fleet. . . . Applications [for transfer] have been received from . . . officers, most of whom have had valuable experience in this war and whose services the Navy can ill afford to lose. . . . The reserve officers who desire to transfer have commitments in civil life; not only will the Navy lose the services of valuable officers, but it is most unfair that these officers who have served the Navy and the nation so well during the war should be forced to delay future plans."

The bill authorizes officers transferred to the regular Navy to be transferred in temporary ranks now held; authorizes those transferred to carry over their accumulated leave into the regular Navy; states policy of Congress that there shall be no discrimination against any officer regardless of the source from which he received his regular Navy commission; authorizes the Secretary of the Navy to adjust the lineal list of the Navy line and staff; and provides that commissions of transferees will be subject to revocation as long as commissions of officers senior to them are subject to revocation.

BuPers said it had received more than 25,000 applications for transfer in all ranks, line and staff, but emphasized the lists are still open. About 6,500 have failed to meet age, physical or educational requirements.

Senator David I. Walsh (D. Mass.), chairman of the Senate Naval Affairs Committee, explained the status of legislation fixing the postwar size of the Navy as follows: "The House passed a bill fixing the size of the Navy as 500,000 enlisted men and 40,000 line officers. . . . The President desired time to study the budget requirements for the armed forces and felt that the House bill should not be enacted at this time. . . . The committee decided to report the present *ad interim* bill favorably, as the enactment of this bill would bridge the requirements of the Navy until legislation is enacted fixing definitely the size of postwar naval personnel."

### ANSWERS TO QUIZ ON PAGE 71

- |        |         |
|--------|---------|
| 1. (b) | 6. (c)  |
| 2. (a) | 7. (b)  |
| 3. (b) | 8. (a)  |
| 4. (c) | 9. (b)  |
| 5. (c) | 10. (c) |

## Extended Duty Asked Of Reserve Officers As Interim Measure

Two directives last month sought to provide the Navy with adequate officer strength during fiscal 1947 (1 July 1946 to 30 June 1947), a period in which the Navy expects to continue reduction of its huge wartime establishment to peacetime size.

Alnav 126-46 (NDB, 15 March) requested Reserve officers, line and staff including aviation and specialist classifications, who desire to remain on active duty beyond date of their eligibility for release to submit specific request for active duty until 1 July 1947. Requests were to be forwarded to BuPers prior to the first of this month (1 April 1946).

The Alnav said retention for lesser periods may be approved in certain cases where the officer concerned is completing specific assignment, such as contract termination or surplus property disposal. However, officers now serving in such programs need not renew requests unless further extension is desired.

It was pointed out that lineal readjustment in rank of all USN officers will become necessary in the future and may entail corresponding reduction in rank of officers retained by this Alnav, but existing relative precedence will be maintained. Except in cases of specialists and staff officers, budgetary restrictions will affect approval of requests of Reserve officers above the rank of ensign. Applicants were reminded that assignment of personnel must be governed by needs of the service and not by desires of individuals.

Alnav 126 does not apply to warrant and commissioned warrant officers, the Nurse Corps, or Waves. Nor does it replace, cancel or modify any previous directive. Temporary USN officers, line and staff, not applying for transfer to Fleet Reserve, retirement, reversion to permanent status, or separation under NavAct 18-46 will be assumed to have applied for retention on active duty in commissioned status to 1 July 1947, and will be retained on active duty in maximum possible numbers.

In terms similar to Alnav 126, Alstacon dated 141455 March requested Wave officers to volunteer and make written application for retention on active duty until 1 July 1947, applications to be forwarded to BuPers prior to the first of this month. Retention for lesser periods will be considered, as under Alnav 126, and the same provisions regarding possible reduction in rank and assignment on the basis of needs of the service apply, with the additional statement that it is planned Wave officers no longer will be sent overseas at this time.

The Alstacon commented, ". . . it is planned to continue on active duty a number of Wave officers who volunteer to serve until 1 July 1947. Legislation permitting the retention of women on continuous active duty beyond statutory limit established by temporary wartime acts has not yet been author-



ized by Congress. It is hoped that a determination of the place of women in the peacetime Navy can be made prior to 1 July 1947." Present legislation authorizes existence of a Women's Reserve "... for the duration of the present war and for six months thereafter." Neither Congress nor the President has declared the end of the war as yet.

## National Roster Assists Veterans With Technical Training To Obtain Jobs

Navy veterans who have had professional or technical training on a high level are being assisted in their search for desirable jobs by the National Roster of Scientific and Specialized Personnel (see also following article which explains how Navy rates have been translated into civilian skills to help job finding). The National Roster, a division of the U. S. Employment Service, lists more than a half-million professional persons in its files, and its purpose, besides acting as a vast reservoir of talent, is to place persons on its rolls in jobs which will be of greatest advantage to the individual and to the organizations which need them. Thousands of highly trained persons were placed by the Roster in essential wartime occupations.

Navy separatees may, if they wish and are qualified, be considered for listing on the Roster at the time of discharge. The Roster, when it learns of professional-level job openings, makes the files of qualified personnel available to the prospective employer. The employer then makes his own arrangements with candidates for the position.

Desirable qualifications for persons who wish to be listed with the Roster include professional training or experience in the biological and agricultural sciences, physical sciences, engineering, management and administration, architecture and planning,

social sciences and languages. Navy dischargees, officer or enlisted, who wish to be considered for listing by the Roster, may consult the educational services officers at SepCens, who are responsible for distributing information about the Roster.

In addition, the educational services officers at all SepCens have a bulletin of the National Roster, "Sample of Job Openings on File," which indicates the types of jobs available through the Roster.

Many important industrial groups make active use of Roster files in securing topnotch personnel—for example, the Navy Industrial Association. This association is an organization of nearly 500 businesses. It was founded with approval of the Secretary of the Navy in June 1944 to serve as a liaison between the Navy and industry. Top jobs open in member firms of the Navy Industrial Association frequently have been filled through the Roster listings.

The Navy Industrial Association is interested in facilitating the hiring of Navy veterans because their skills are enhanced by actual naval experience. This aids the association in carrying out cooperation between industry and the Navy in the interests of national security. The association is interested in filling positions with Navy men from the engineer's desk to the back shop. The upper level jobs are listed with the National Roster and those involving lower levels of training are referred to the U. S. E. S.

## New Catalogue Shows How Navy Training Fits Civilian Jobs

What good's a chief bos'n mate out in civilian life?

You might be surprised. Just a partial list of civilian jobs in which his Navy skills would be useful includes ship rigger, airplane rigger, sail finisher, awning maker, parachute repairman, tugboat captain, pilot, crane operator, hoistman and skip operator. If he had been a boatswain with specialty as master-at-arms he might become a playground attendant, gateman, railroad freight conductor, baggage agent, athletic trainer, claim agent, customs collector, fish inspector.

Sound far-fetched? Not at all.

The Navy and the occupational analysis division of the U.S. Employment Service have catalogued skill of the CBMs and found they relate definitely to the civilian jobs listed above. And that was just a partial list.

A 441-page catalogue, "Special Aids for Placing Naval Personnel in Civilian Jobs," which compares Navy enlisted ratings with related civilian jobs, is being distributed by the Navy to 2,400 large industries and business groups to stimulate postwar employment of Navy veterans. In addition, the U.S.E.S. is using 10,000 copies of the book.

"Special Aids" helps the employer place Navy men where they can most effectively serve by carefully cataloguing

skills which Navy men develop to a high degree during their enlistments and which are in considerable demand in the business world. The catalogue also assists employers in setting up training programs by indicating how much further training may be needed to convert Navy skill to civilian job. To aid in placement of disabled men, and also useful in placement of others the jobs are further described in terms of working conditions, activities and physical requirements.

The catalogue supplements the Rating Description Pamphlets which are given to all Navy separatees. These pamphlets certify as to rate held at discharge, describe work performed in the rating, list knowledge and skills required and suggest their relationship to civilian jobs. The pamphlets tabulated skills in the Navy's then-526 ratings and were designed to be carried by the former Navy man on his interview, with prospective employers. As the pamphlets began to get around in the commercial world, interested employers indicated they would like copies of all of them. The answer to their request is the catalogue.

"Special Aids" is not the result of a single study. It dates to the days of rapid prewar Navy expansion when a highly technical organization had to be built from a random group of civilians. The Navy Department surveyed the problem to the end that civilian skills might be used effectively as civilians were incorporated in the Navy rating structure. Later studies reversed the procedure to find how Navy men might best use Navy skills when they returned to civilian life. Results of the studies which were used in the production of rating description pamphlets were turned over to USES which collected and arranged the information in the catalogue.

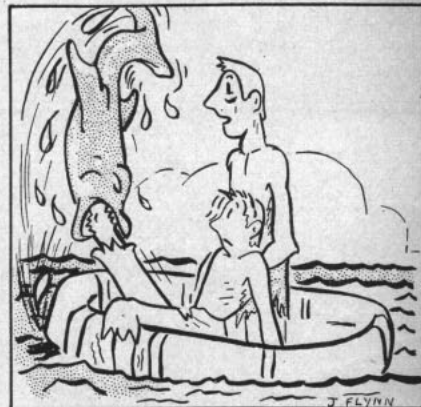
BuPers plans to follow up the catalogue distribution with queries to trade associations to find out how their veteran guidance and placement programs operate, with a view to furnishing additional information which will be of assistance to them in their work among Naval veterans.

### WHAT'S IN A NAME?

#### S.O.S.—Distress

S.O.S. the universal wireless signal for ships in distress does not stand for "Save Our Souls". That idea may have been the dream-child of some romantic publicity man, but wireless operators promptly jeered the idea into oblivion. As a matter of fact, they explained that the letters S.O.S. were just a quick and compelling combination to command instant attention. The letters themselves have no hidden meaning.

In addition to the wireless our ships use the "union down" signal. This refers to the practice of flying a ship's ensign upside down by day, and showing rockets and blue lights at night in situations of radio silence.



The Anchor (NRS, Boston, Mass.)  
"What a catch, Ed! What did you use for bait?"

## Family Allowance Information Outlined For USN (T) Officers Re-Enlisting

Some temporary USN officers who plan to revert to their enlisted status may find a review of the current family allowance provisions helpful in making certain decisions concerning their course of action in the near future.

As it stands now, for those enlisting after 1 July the family allowance law extends only for six months after official termination of the war, which is in itself, of course, an indefinite date. However, under the present law USN(T) personnel re-enlisting after the 1 July date might not receive the benefits of the law for the entire period of their new enlistment because of the above provision. On the other hand those enlisting or re-enlisting before 1 July of this year are authorized to be paid the allowance for their full enlistment period, as provided by Public Law 190—79th Congress.

Among those left out under the present setup will be that group of temporary officers who will be unable to re-enlist before 1 July because their enlistments will not terminate until after that date.

However, there is an optimistic note. The discrepancy has been recognized and the 30 June deadline for family allowance can be disregarded if Congress changes the present law to provide all of the benefits of the family allowance provisions to all eligible enlisted Navy personnel through June 1952. This problem has already been referred to the Joint Army Navy Personnel Board for consideration and action.

For those USN(T) officers who have applied for permanent appointment in the regular Navy, it is fully expected that legislation (see p. 74) governing transfer will be in effect early enough so that the great majority of USN(T) officers requesting transfer will know of their selection or non-selection before 1 July.

At present, a few whose enlistments run to 1 Oct 1946 may re-enlist on or before 30 June by virtue of an early discharge under a provision of BuPers Manual, D-9104 (4). This directive provides that discharges can be made as much as three months ahead of normal date if it can be shown they are

"for the benefit of the government."

Generally individual cases must be referred to BuPers for final decision after being passed upon by CO's. In the following instances, however, CO's may discharge personnel early without reference to BuPers:

(a) When a ship is about to sail with the probability of not returning to the United States before the expiration of the man's enlistment.

(b) When a ship is about to sail and travel allowance then payable in the case of a man is materially less than would be due if he were discharged in the port where the ship is expected to be on the normal date of expiration of enlistment.

(c) When a man signifies intention of re-enlisting on board, and the ship is scheduled to sail on an extended cruise, in order to allow him to receive re-enlistment leave prior to such sailing.

(d) When a man's enlistment expires on a Saturday, Sunday, holiday or day preceding a holiday, in order to permit his discharge and re-enlistment on consecutive days other than those indicated.

(e) Ordinarily when a man is on general detail at a receiving ship.

A USN(T) officer whose enlistment has terminated and who wishes to revert to enlisted status and receive family allowance benefits must first submit a request to BuPers in accordance with Alnav 117-46 (NDB, 31 March 1946) to have his temporary appointment to officer status revoked. Next he goes on terminal leave as an officer and at the end of this period his temporary appointment is revoked and he is discharged. Lastly, he re-enlists at the most convenient recruiting station the day after discharge or in any event not later than 30 June 1946. Alnav 117-46 permits any permanent enlisted man holding a temporary rank to be returned to his permanent enlisted status upon his own request.

Temporary officers who miss out on family allowance will be compensated in part for the loss by payment of money allowance for quarters for dependents (MAQ), a provision in effect long before the family allowance but not payable in combination with it.

MAQ, which is paid only to petty officers second class and above, amounts to a flat rate of \$1.25 per day or \$37.50 a month within the U. S. and is graduated depending upon differences in living costs to a top of \$60 per month for a station outside of the continental limits. The amount of the payment is the same despite the number of dependents.

By comparison, under the family allowance law the government puts up \$58 per month for bluejackets with a wife and one child, \$78 for two children, \$98 for three children, and so on.

At present a USN(T) officer who reverts to enlisted status and then is discharged receives: (1) mustering

out pay (2) travel allowance from his point of discharge to his place of acceptance for enlistment. Upon re-enlisting he is given: (1) re-enlistment allowance of \$50 per year for time served both as officer and enlisted man, (2) 30-day re-enlistment leave.

If he plans to spend his leave at a place other than where he re-enlisted, the Navy will pay that part of the travel expense remaining after the travel allowance given him when he was discharged has been deducted.

If a USN(T) officer whose permanent status is enlisted receives a commission as a permanent officer and is later passed over, he can at his own request enlist as a CPO under Alnav 418-45 (NDB, 15 Dec. 1945).

Under the present law a USN(T) officer who holds a permanent warrant rank cannot revert to his warrant rank if after receiving a permanent commission he is passed over. BuPers, however, is working toward legislation which will change this law.

If proposed recommendations prove acceptable, officers falling in the above category who fail of selection for promotion two times will not be separated from the service without retirement benefits.

There is some conjecture among personnel as to when temporary appointments will be replaced by permanent ones. This transition is contingent upon the following directive: "At such time as the President may determine, but not later than six months after the end of the fiscal year following that in which the war ends."

### Scholarship is Offered By Pennsylvania School; Application Date is 1 May

The Ogontz School, Montgomery County, Pa., has announced one full scholarship of \$1,800 for the school year beginning in September is open to daughters of Naval Academy graduates on active duty. Two partial scholarships of \$900 may be awarded instead if the selection board decides two applications have equal merit.

Applications must be received by 1 May by either Com11 or superintendent of the Naval Academy, and must include photograph of applicant, a letter from the pastor of the family's church, a letter from the principal of the high school or other secondary school from which applicant was graduated, together with attested statement of academic record and such other letters of recommendation as the parents desire to submit.

Superintendent of the Naval Academy and Com11 each will appoint a committee to interview and nominate applicants. Final selection will be made by the Navy Department from committee nominations.

There are no entrance examinations but applicants must be graduates of an accredited high school or comparable secondary school. Courses offered at Ogontz School prepare students who attain high standing to enter universities and certain specified colleges with scholastic standing of juniors.



The Irish Pennant (USNROTC, Notre Dame, Ind.)  
"I need eight more points."



## 108,000 Officers, Men Needed in Marines For Postwar, Says General

A postwar Marine Corps organization requiring 8,000 officers and 100,000 enlisted men and including a Fleet Marine Force of two divisions and a brigade was outlined before the Senate Military Affairs Committee by Brigadier General Merritt A. Edson, USMC, senior MarCorps officer on the staff of CNO.

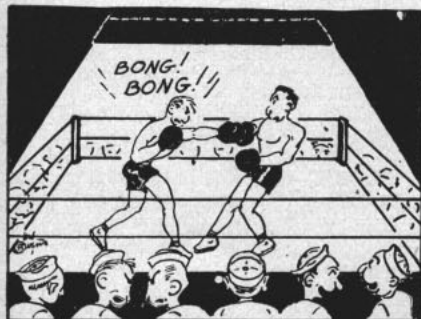
The Fleet Marine Force would require a little more than half the Corps' strength, General Edson said, or about 62,054 officers and men. Other MarCorps units would require personnel as follows: Security forces (on duty at naval stations at home and abroad), 14,414; Marine detachments afloat in units of the fleet, 2,826; in training, 7,917; supporting establishments and non-availables, 21,989. Supporting establishments include logistic activities, recruiting service and administrative agencies incidental to recruiting, administration and training. Non-availables (usually figured as five percent of strength), include personnel on furlough, in transit between duty stations and hospitalized.

General Edson said it is considered necessary that MarCorps officers be under instruction at least one year out of seven.

The Marine Corps also announced formation of the First Special Marine Brigade with elements at Marine Barracks, Quantico, Va., and Camp LeJeune, N. C. Brigadier General David R. Nimmer, USMC, is Brigade Commander.

The new brigade, having approximately the strength of a reinforced regiment (about 3,500 men) reconstitutes the basic elements of the old peacetime East Coast unit of the Fleet Marine Force which existed prior to World War II. Personnel assigned to the brigade will receive training which during the war was conducted at training commands and overseas bases.

Personnel and units released from occupation duties in the far Pacific will compose the nucleus of the brigade. However, their return to CLUSA is entirely dependent upon replacements available and U. S. commitments in the occupied territories.



Saipan Beacon (IsCom, Saipan)

"Jones is a coxswain—it takes two bells to stop him."

APRIL 1946

## WORD ON VOTING

Servicemen who are eligible may vote in the following state elections to be held May, June and July by submitting a postcard application for ballot (USWBC Form No. 1) which may be secured from ship or station voting officer. Detailed information concerning May elections was printed in February and March issues of ALL HANDS (February issue p. 71 and March issue p. 72). Unless otherwise indicated, all elections are primary elections for the nomination of candidates for Congressional offices including U. S. senator in some cases. In many states state officials and legislators and local officials are also to be nominated. Applications for ballots should be mailed to reach election officials about the time ballots will be made available for mailing:

STATE	ELECTION DAY	EARLIEST DATE BALLOT WILL BE MAILED	BALLOT MUST BE RETURNED BY THIS DATE
Alabama	7 May	About 10 March	7 May
	4 June*	25 May (approx.)	4 June
Arizona	16 July	16 May	16 July
California	4 June	25 April	20 June
Florida	7 May	.....	7 May
Indiana	7 May	22 April	7 May
Iowa	3 June	9 April	2 June
Maine	17 June	15 May	17 June
Maryland	24 June	15 April	24 June
Nebraska	11 June	2 May	5 July
New Jersey	14 May**	9 March	14 May
New Mexico	4 June	30 March	4 June
	4 June	.....	3 June
North Carolina	25 May	20 April	25 May
North Dakota	25 June	1 May	25 June
Ohio	7 May	8 March	7 May
Oklahoma	2 July	1 June	2 July
Oregon	23 July*	12 July	20 August
	17 May	25 March	11 May
Pennsylvania	21 May	13 April	28 May
South Dakota	4 June***	15 May	4 June
Utah	9 July	15 June	9 July
Virginia	11 June	20 April	10 June
Washington	9 July	26 May	3 August

\*Run-off primary, if necessary.

\*\*Municipal election.

\*\*\*Address applications to county or city auditor or town clerk.

## New Marine Interview, Testing Stations Opened

Seven additional stations for testing and interviewing temporary and reserve Marine officers who apply for regular commissions and warrants have been announced by the Marine Corps in Alnav 92-46 (NDB, 28 February).

They include Marine Barracks at the following commands: Parris Island, S. C.; Camp LeJeune, N. C.; Quantico, Va.; Naval Air Station, Jacksonville, Fla.; Naval Air Training Base, Pensacola, Fla.; Naval Training Center, Great Lakes, Ill.; and the Marine Corps Air Station at Cherry Point, N. C.

Procedure for applicants desiring interviews and those who must take tests is outlined in Alnav 62-46 (NDB, 15 February). Fourteen other commands prepared to test and interview candidates on sea or overseas duty for transfer were announced earlier (see ALL HANDS, March 1946, p. 70).

## Permanent Navy Billets For Enlisted Newspaper Writers Are Considered

Proposals to provide a permanent group of Enlisted Naval Correspondents in the postwar Navy are being considered by BuPers and the Office of Public Information.

ENCs first appeared in the Pacific Fleet about a year ago, assigned to ships and other units which normally would not have been covered by a regular war correspondent, in the interest of extending public information to units which had not been adequately reported.

The proposals would make them a permanent part of the Navy. A study probably will indicate necessity of including them in the regular yeoman rating structure, with a number code designating their specialty as correspondents. It was explained that as yeoman they would have a more secure future in the Navy than they would have as a very small group with specific ENC rate and that more billets could be opened to them as yeomen in which they could perform ENC duties in addition to regular duties.

At present ENCs are primarily reserve personnel and may hold any of a large variety of rates. When the need for correspondents was felt, the program was opened to include nearly all enlisted men with previous experience in journalism.

Additional plans call for training of future ENCs at the Fleet Home Town News Center in Chicago—the Naval activity which routes news from the fleet to the home towns of the personnel who appear in the news stories. A correspondence course for enlisted correspondents also is included in the proposals.

Preliminary qualifications for USN personnel interested in ENC training will include high school diploma and high scores on GCT, reading and spelling tests.

## Athletic Conference Is Organized by 11 Navy Air Activities

The Naval Air Training Athletic Conference has been organized by 11 air activities and will begin competition next month. Baseball is first on the schedule, but future league sports will include football, basketball, swimming, wrestling and boxing.

Initial conference members are: Naval Air Training Bases, Pensacola and Corpus Christi; Navy Pre-Flight School, Ottumwa, Iowa; Naval Air Stations, Jacksonville, Miami, Hutchinson, Kans., Fort Lauderdale, Fla., and Banana River, Fla.; and Naval Air Technical Training Commands, Jacksonville, Memphis, and Ward Island at Corpus Christi.

Coaches and instructors will be naval pilots and ground crew officers. Officers interested in such duty may submit requests and give their qualifications to CNO, attention Op-513-G, Navy Department, Washington, D. C.

## Lapel Buttons Issued To Navy Officers, Men Of Organized Reserve

Naval reserve lapel buttons are being issued for officers and men of the reserve, BuPers announced. The insignie, consisting of an eagle with outspread wings on a fouled anchor with USNR at the top, may be worn by officers on inactive duty retaining their commissions and enlisted men who



USNR insignie.

have reenlisted in the reserve.

Distribution of the buttons, designed at the beginning of the war for men joining the reserve but remaining on inactive duty, will be made through SepCens and district commandants. Men eligible for the insignie who have not received one may submit requests to the district director of naval reserve in the naval district in which they live.

The USNR button signifies membership in the naval reserve whereas the USNR honorable discharge button (see ALL HANDS, Nov 1945, p. 39) designates honorable discharge from USNR. Both buttons are to be worn only with civilian clothes.

## COs Can Now Recommend Ex-POWS for Temporary Advancement in Rank

Former POW's who were warrants, chief warrants, CPO's, and first class petty officers at time of capture and who were deprived of the opportunity for possible recommendation for temporary appointment to warrant grade or commissioned rank may now be recommended by current CO's provided the candidates are now on full active duty. (Alnav 122-46; NDB, 15 March)

Recommendations for personnel in the above group should be submitted in accordance with provisions of BuPers Circ. Ltr. 126-45 (NDB, Jan-June 1945) as modified by BuPers Circ. Ltr. 304-45 (NDB, 15 Oct 1945). In addition they should be submitted within two months of the date of receipt of Alnav 122 or within two months of the individual's reporting to active duty after hospitalization and rehabilitation leave.

## Directors of Training Supervise NROTC Units

In listing the elements of the post-war Navy's reserve forces, ALL HANDS January 1946 (p. 26) inadvertently implied that directors of naval reserves in the respective naval districts would be responsible for NROTC units.

It is emphasized that the NROTC units have been under the cognizance of district directors of training for many years and the plan for the post-war naval reserve proposes that they will continue to be so operated.

# ALNAVS, NAVACTS IN BRIEF

Alnavs apply to the Navy and Marine Corps; NavActs apply to the Navy.

## Alnavs

No. 80—Directs continued submission personnel casualty reports in accordance Alnav 120-45 (NDB, Jan-June 1945).

No. 81—Calls attention to Circ. Ltr. 45-1866 (NDB, 15 Dec 1945) requiring depth of 1,000 fathoms for dumping chemical ammo other than pyrotechnics and 500 fathoms for other explosives.

No. 82—Cancels lend-lease instructions effective 2 March except in certain instances.

No. 83—Authorizes promotion 15 February to rank of first lieutenant for temporary service second lieutenants of the Marine Corps regular and reserve including women's reserve whose number in grade on the combined lineal list of 1 July 1945 is less than 4444, except such officer whose promotion has been previously withheld by competent authority.

No. 84—Cancels Alnavs 231-44 (NDB, July-Dec 1944), 231-45 (NDB, 15 Sept 1945) and 281-45 (NDB, 30 Sept 1945), and reestablishes allowances for blood plasma.

No. 85—Authorizes disbursing officers and agents ashore outside CLUSA to carry cash up to two months requirements.

No. 86—Directs all vessels in commission not under way to dress ship 22 February.

No. 87—10th weekly report of regular Navy enlisted strength.

No. 88—Urges medical officers considering transfer to USN to submit applications early for review (see p. 71).

No. 89—States eligibility and procedure for travel of dependents to United Kingdom (see p. 70).

No. 90—Rules Coast Guard personnel attached to Navy and Coast Guard ships or stations operated by the Navy (see Alnav 458-45; NDB, 15 Jan. 1946) remain under naval jurisdiction for disciplinary purposes (see also Alnav 8-46; NDB, 15 January).

No. 91—Announces en bloc promotions henceforth will be dictated by needs of the service (see p. 73).

No. 92—Lists additional commands available for testing and interviewing MarCorps reserve officers who wish to transfer to the regular MarCorps (see p. 77).

No. 93—Establishes principle that combat awards precede service awards of the same level (see p. 69).

No. 94—Announces Navy, MarCorps, Coast Guard civilian and military personnel have bought more than \$1,590,000,000 in U. S. Savings Bonds since 1 Aug 1941.

No. 95—Rules old issue five-pound Bank of England notes not accepted for exchange after 28 Feb, when the notes ceased to be legal tender.

No. 96—Modifies Art. 2509-3(B) (5) Travel Instructions to extent that

commercial air transport for travel within U. S. may be furnished qualified dependents when cost of air travel does not exceed cost to government for rail travel between same points.

No. 97—Announces certain CB rates open to USN personnel (see p. 67).

No. 98—Announces new law and amendments to old laws governing retirement of officers (see p. 72).

No. 99—Requests applications from qualified officers for duty in BuPers in connection with Navy hobby craft program; application deadline was 15 March (see p. 69 for hobby story).

No. 100—Cancels Alnav 325-45 (NDB, 15 Oct 1945) which allowed spot promotions for certain officers who agreed to remain on active duty 180 days beyond scheduled date of release (see p. 73).

No. 101—Appoints on 1 March for temporary service to next higher rank officers of regular and reserve Nurse Corps on active duty whose temporary promotions previously were authorized but withheld by reason of physical disqualification.

No. 102—11th weekly report on USN enlisted strength.

No. 103—States SecNav authorized by act of 20 May 1908 to accept as gifts silver service or other articles presented to vessels by certain civilian agencies and that such gifts may not be turned back to any such agencies without SecNav approval.

No. 104—Declares provisions of Alnav 283-45 (NDB, 30 Sept 1945) which stated terms of transfer of USNR officers to USN applies to officers of the Nurse Corps.

No. 105—Requests additional applications from qualified officers for 1-yr. course in communications (see p. 73).

No. 106—Announces sale of blue flannel shirts in Clothing and Small Stores will be limited to needs of permanent personnel.

No. 107—Urges that because of fluctuation of foreign currency such monies in official and quasi-official accounts and in hands of naval personnel be kept at a minimum.

No. 108—Suspends, tentatively, eligibility for wearing the three Area Campaign Medals if accrued after the following dates: European-African-Middle Eastern Campaign Medal, 8 Nov 1945; American Area Campaign Medal and Asiatic-Pacific Campaign Medal 2 Mar 1946 (see p. 69).

No. 109—Defines, in view of Lend-Lease termination, the services which may as acts of comity and for time being be rendered navies and air forces of countries formerly entitled to defense aid.

No. 110—Twelfth weekly report of USN enlisted strength.

No. 111—Promotes for temporary service those lieutenants of the Nurse Corps, USN and USNR with dates of rank 1 Sept 1945 or earlier provided they reported for active duty as ensigns 31 May 1942 or earlier. Excepted are officers described in Bu Pers Circ. Ltr. 222-43 (NDB, cum.ed) para.



3, modified by AlNav 28-46 (NDB, 31 Jan).

No. 112—Limits transfer of enlisted USNR and USN-1 personnel other than construction battalion and specialist ratings, to certain rates (see p. 67).

No. 113—Revises service and mark requirements for advancement in rates, pay grades 1 through 5 (see p. 67).

No. 114—Authorizes district legal officers and legal officers of other commands named in Alnav 32-46 (NDB 31 Jan) to handle cash reimbursement claims of naval personnel to some extent as commandant or commander of said commands (see ALL HANDS, March 1946, p. 68).

No. 115—Promotes, for temporary service, to first lieutenant following USMC and USMCR officers including Women Reserve and officers on terminal leave: Second lieutenants whose number in grade on 1 July 1945 combined lineal list is between 4445 and 4982 inclusive.

No. 116—Directs exchange of old issue Bank of Japan notes for new issue, or for type B military yen notes; authorizes exchange for naval personnel away from Japan 2 to 7 Mar 1946.

No. 117—Changes paras. 5 and 7 of Alnav 299-45 (NDB 30 Sept) pertaining to retirement or transfer to Fleet Reserve of USN(T) officers whose permanent status is enlisted (see p. 72).

No. 118—Defines term "indebtedness to Government" used in para 1, Alnav 324-45 (NDB 15 Oct) for mustering

out purposes as not including unpaid balance of loans from Navy Relief or American Red Cross (see p. 67).

No. 119—Gives new regulations for transportation of dependents arriving in U. S. from overseas (see p. 70).

No. 120—Directs that complete records of USN captains be submitted to Retirement Board convening 18 April 1946 for consideration (see p. 73).

No. 121—Reiterates need for food conservation (Alnav 71-46, NDB 15 Feb) to relieve starving populations (see p. 49).

No. 122—Announces procedure for recommending former prisoners of war of certain ranks and grade for temporary warrant grade or commissioned rank (see p. 78).

No. 123—Cancels previous regulations, and adds following to SecNav Ltr 43-1199 (NDB cum.ed. 1943), enclosure A, note 4: "When the gray working uniform is worn, gold shoulder marks and gilt buttons or gray shoulder marks and blue black buttons are optional" (see p. 69).

No. 124—Directs fitness reports of USMC colonels for period ending 31 March be received MarCorps not later than 10 Apr 1946, reporting seniors to airmail such reports not later than 1 April.

### NavActs

No. 21—Announces disestablishment of SepCen at Memphis, Tenn., and

establishment of Wave SepCen at RecSta, Naval Repair Base, New Orleans, to serve same area (see p. 66).

No. 22—Requests applications from USN and USNR officers qualified for duties in classification training and rehabilitation of prisoners at naval prisons, disciplinary barracks and retraining commands (see p. 73).

No. 23—Requests applications for transfer to USN as EDO (aeronautical) officers from qualified USNR and temporary USN officers.

No. 24—Announces disestablishment of SepCens at Sampson, N. Y., and Toledo and extends areas to be served by other SepCens (see p. 66).

No. 25—Requested applications (deadline 25 February) from qualified officers for course in ordnance disposal.

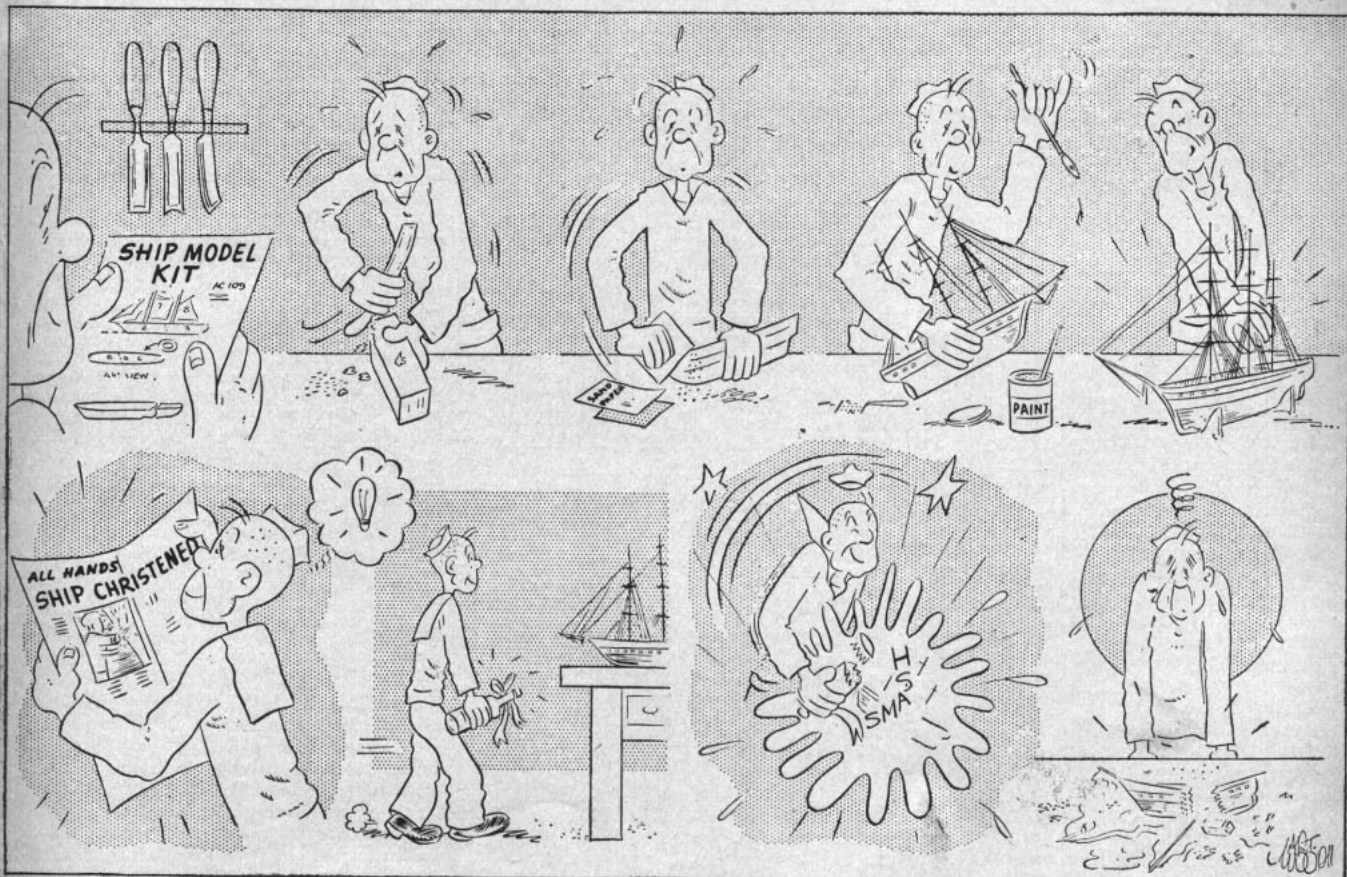
No. 26—States eighth copy notice of separation (NavPers 553) henceforth will be given to separatees for delivery to local Selective Service Board for use of reemployment committeemen.

No. 27—Opens USN Civil Engineer Corps to USNR and USN(T) line officer applicants.

No. 28—Directs compliance with provisions of Alnav 268-45 (NDB 30 Sept), which states in cases of discharge of EM for immediate enlistment or reenlistment in USN forward old service record and new shipping articles together to BuPers attn. Pers 82241 by 2400 each day.

## ALL THUMBS

## SHIPWRECKED



# FANTAIL FORUM

**QUESTION: Do you think Waves should be retained as a part of the postwar Navy?**

(Interviews on the above question were conducted at NAS, San Diego, Calif.)

**Betty L. Gray, AM3c (Wave), ComFair, West Coast Staff, Fort Worth, Tex.:** Waves did a swell job during the war and there is still a lot to be done. Waves can help do it. Waves in my opinion will be an asset to the peacetime Navy and in no way degrade the Navy. The war has proved that women are capable in jobs which



before the war were believed to belong exclusively to men.

**Thomas A. Boniface, ACMM (PA), USN, San Diego, Calif.:** I think the Waves should be retained as a part of the postwar Navy if they so desire. They have done an exceptionally good job in clerical and light work during and the war. However, I don't think women should be placed in shops. Women can be independent in the service and not hurt civilian men who are working to support families.



**John S. Burgess, Jr., CY (PA), USN, Seattle 5, Wash.:** Definitely not. The Waves did all that was humanly possible during the war. They held good responsible jobs that relieved fighting men for duty in the combat zone. Now, to have a Navy with men who are content we must let the Waves go. As a whole, the morale of the Navy was hurt by sending Waves overseas. Waves got rates in the Navy where men didn't.



**Ernest C. Drennan, Cox, USN, Augusta, Ark.:** No, it would knock too many sailors out of their two years' shore duty which they rate after six years sea duty. Waves have done a fine job during the war, I hear. But I don't think any of the guys they relieved ever went to sea. Men they relieved took some sailor's job on shore. This is a man's Navy.



**Margaret M. Adden, S1c (Waves), ComFair, W.C. Staff, Whittier, Calif.:**



In my opinion any Wave who ships over or signs over to stay in the peacetime Navy is mentally deficient. She has nothing to gain and the Navy stands to lose a lot of good men by retaining Waves. Waves had nothing whatsoever to do with winning the war, or very little at most. I was dopey to join the service.

**Marie L. McPherson, Y2c, (Wave), ComFair, West Coast Staff, Portland, Ore.:** No, the Navy is a man's world and job and should remain as such. As an emergency measure women in uniform were all right but actually equal conditions can never be attained. Civilian workers in shore establishments are o.k. because a woman can still maintain her femininity.



**Rulon J. Skeem, CAP (PA), USN, Twin Falls, Idaho:** Definitely not. I am still old-fashioned and think a woman's place is in the home. Besides I'm a married man and my wife resents the fact that I'm in a Navy with Waves. I think the Waves did a good job in the Navy during the war but now that it is over I don't think there is any reason why they should be retained. However, I'm in no position to say. I've never worked with or around them.



**Lucille Snell, Y3c (Wave), San Diego, Calif.:** No. The peacetime Navy offers fewer shore billets than during wartime. Maintenance of a Wave organization would greatly reduce the opportunity for shore duty for men. All personnel should be trained to fill billets in the active fleet. A unit which cannot be so utilized lowers Navy efficiency.



# ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget, this magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired. Original articles of general interest may be forwarded to the Editor.

DATES used throughout are local time at scene of action unless otherwise indicated.

SECURITY: Since this magazine is not classified, it sometimes is limited in its reporting and publication of photographs. It therefore cannot always fully record achievements of units or individuals, and may be obliged to omit mention of accomplishments even more noteworthy than those included.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB," used as a reference, indicate the official Navy Department Bulletin; followed by the initials "cum. ed.," they refer to the cumulative edition of 31 Dec. 1943, which superseded all semi-monthly issues through that date; by "Jan.-July" or "July-Dec.," to the collated volumes for those six-month periods of 1944, containing all 1944 letters still in effect at the end of each of the two periods.

DISTRIBUTION: By BuPers Circ. Ltr. 162-43 (NDB, cum. ed., 31 Dec., 43-1362) the Bureau directed that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicated that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the directive.

In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issue.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps, on the present basis of four copies per unit, down to and including the company. Requests from Marine Corps activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C.: 20 cents per copy; subscription price \$2.00 a year, domestic (including FPO and APO addresses for overseas mail); \$2.75, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.



'TEN . . . SHUN!





**FOR YOUR FUTURE**

**keep your records  
in a safe place**

**YOU WILL  
NEED THEM  
LATER!**



**YOUR CHECK LIST**

- ✓ service number
- ✓ or file number
- ✓ discharge papers
- ✓ disability claim "C" no.
- ✓ insurance policies
- ✓ form 553
- ✓ rating description